

County of Loudoun
Department of Planning
MEMORANDUM

DATE: March 11, 2008

TO: Mike Elabarger, Project Manager
Land Use Review

FROM: Sarah Milin, Planner *SM*
Community Planning

SUBJECT: SPEX 2007-0056, SPEX 2007-0059, SPEX 2007-0060 and ZMOD 2007-0012 Play to Win Sports

PROJECT DESCRIPTION

Play to Win, LLC has submitted three Special Exception applications and one Zoning Ordinance Modification application in order to develop a Sports and Leadership Training Center on approximately 40.21 acres of land located along the western side of Belmont Ridge Road (Route 659), south of Route 7 and north of Gloucester Parkway. The western boundary of the site abuts Goose Creek. The site is currently zoned A-3 (Agricultural/Residential) and PD-IP (Planned Development – Industrial Park). According to the Statement of Justification, the mission of the Play to Win Sports and Leadership Training Center is “to provide character and leadership development opportunities for the children of the communities they serve”. The facility is proposed to consist of a large parking area adjacent to Belmont Ridge Road and the following three buildings: (1) a 225,000 sq ft main building that will include indoor turf fields; indoor courts; a training area; an entertainment/recreation area; a youth study area with a library; conference, classroom and office space; retail and concession areas; and locker and restroom facilities; (2) a 61,500 sq ft building that will include office space or an additional athletic/leadership-oriented facility; and (3) a 14,000 sq ft building that will include office space or an additional athletic/leadership-oriented facility. In addition, several outdoor fields will be provided on three terraced levels on the portion of the property closest to the Goose Creek.

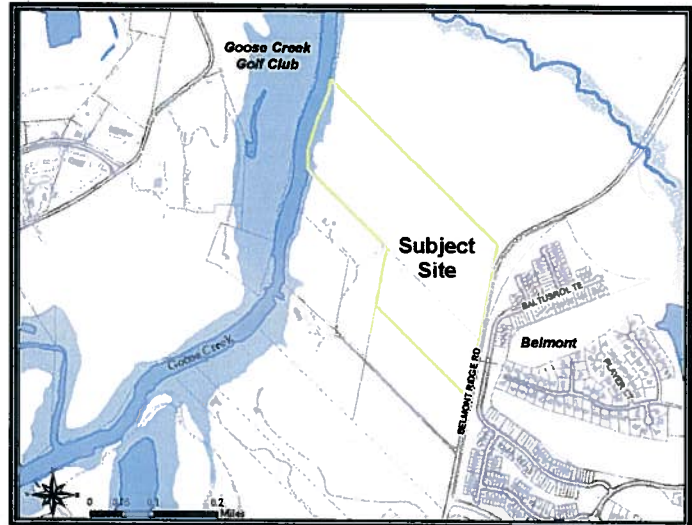
The specific applications are as follows:

- SPEX 2007-0056: To allow outdoor recreational uses in the portion of the property zoned A-3;
- SPEX 2007-0059: To allow lighting for the outdoor fields to exceed 0.25 foot candles at several locations on the periphery of the site;
- SPEX 2007-0060: To allow office in PD-IP; and
- ZMOD 2007-0012: To allow parking to be set back a minimum of 20 feet (as

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opposed to the 75 feet required in the Zoning Ordinance) from Belmont Ridge Road.

As shown in the vicinity map to the right, the subject site is bordered to the north by vacant land zoned PD-IP and A-3; to the south by a residence and vacant parcels; to the east, on the other side of Belmont Ridge Road, by the Belmont residential community; and to the west by the Goose Creek, vacant land, and the Goose Creek Golf Club. It contains several significant natural features, including stream corridor resources, natural drainageways, tree cover, diabase soils, moderately steep slopes, and very steep slopes.



The subject site is currently undeveloped and completely forested. The Applicant has provided an Endangered Species Survey, a Wetland Delineation Report, a Forest Stand Delineation, a Phase 1-A Archaeological Assessment, a Phase 1 Archaeological Survey, and a Phase 1 Environmental Site Assessment with the application materials. The site is also located within the quarry notification overlay district associated with the Luck Stone Quarry.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

Guidance for development of the subject property is provided by the Revised General Plan. The Revised Countywide Transportation Plan and the Bicycle and Pedestrian Mobility Master Plan ('Bike/Ped Plan') also apply. The site is located in the Ashburn Community of the Suburban Policy Area. The Revised General Plan designates the site as suitable for Business Community land uses (Revised General Plan, Planned Land Use Map, pg. 7-23). Staff notes that the Statement of Justification refers to the North Goose Creek Plan Amendment (CPAM 1997-0001), which amended the Loudoun County Choices and Changes General Plan. This Plan amendment, which was adopted on March 18, 1998, has been superseded by the Revised General Plan.

ANALYSIS

1. LAND USE

The Applicant proposes a large-scale recreational use with accessory office and retail space within a planned Business Community area. Two Special Exceptions related to the proposed use are requested – one to allow outdoor recreational uses in the portion of the property zoned A-3 and the second to allow office development within PD-IP.

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The eastern portion of the subject property is zoned PD-IP, where a recreation establishment, outdoor or indoor, is a permitted use as long as certain performance criteria are met. A Special Exception is needed to continue the proposed use onto the western portion of the site, which is zoned A-3. Within this portion of the site, which is closest to the Goose Creek, outdoor recreational fields are proposed.

The Plan recognizes that open space features can enhance the vibrancy of communities by providing public interaction with nature and opportunities for outdoor recreation. Such assets can be held in either private or public ownership (Revised General Plan, text, pg. 5-39). Within Business communities, there is no limit to the amount of open space, which includes natural, passive recreation, and active recreation, that can be provided (Revised General Plan, Policy 2g, pg. 6-29, Policy 5g, pg. 6-29 and Glossary, pg. G-7). Plan policies also specifically encourage the placement of certain active recreational facilities, including lighted ballfields, in Business land use areas (Revised General Plan, text, pg. 6-10).

Regarding the proposed office uses in PD-IP, the Revised 1993 Loudoun County Zoning Ordinance was recently revised to permit office uses by-right in the PD-IP zoning district as long as certain performance standards are met. For this application, the proposed office uses are unable to meet some of these standards and therefore a Special Exception is needed. The Plan envisions that Business land uses may develop as either Regional Office or Light Industrial communities and are intended to support a mix of uses with the regional office or light industrial use constituting the predominant component of the mix. Up to 70% of the total land area within a Regional Office community and up to 40% within a Light Industrial community can be developed with office uses (Revised General Plan, Policy 2b and 5c, pg. 6-29). The proposed office uses are ancillary to a recreational use. As discussed above, there is no limit to the amount of open space that can be provided within Business communities.

Although the proposed use is in keeping with Plan policies, staff is concerned about the scale and intensity of the proposal with regards to sensitive environmental features and impacts to the surrounding transportation system, namely Belmont Ridge Road (Route 659). Although staff defers to the Office of Transportation Services and the Virginia Department of Transportation regarding transportation recommendations, Plan policies state that land use and transportation decisions should be linked so that planned land uses are supported by the appropriate types, levels and timing of transportation improvements (Revised Countywide Transportation Plan, Policy 3, pg. 1-3). At its existing capacity as a 2-lane road, staff questions whether the Belmont Ridge Road can accommodate the anticipated traffic. It is also not clear when the roadway will be expanded to four lanes.

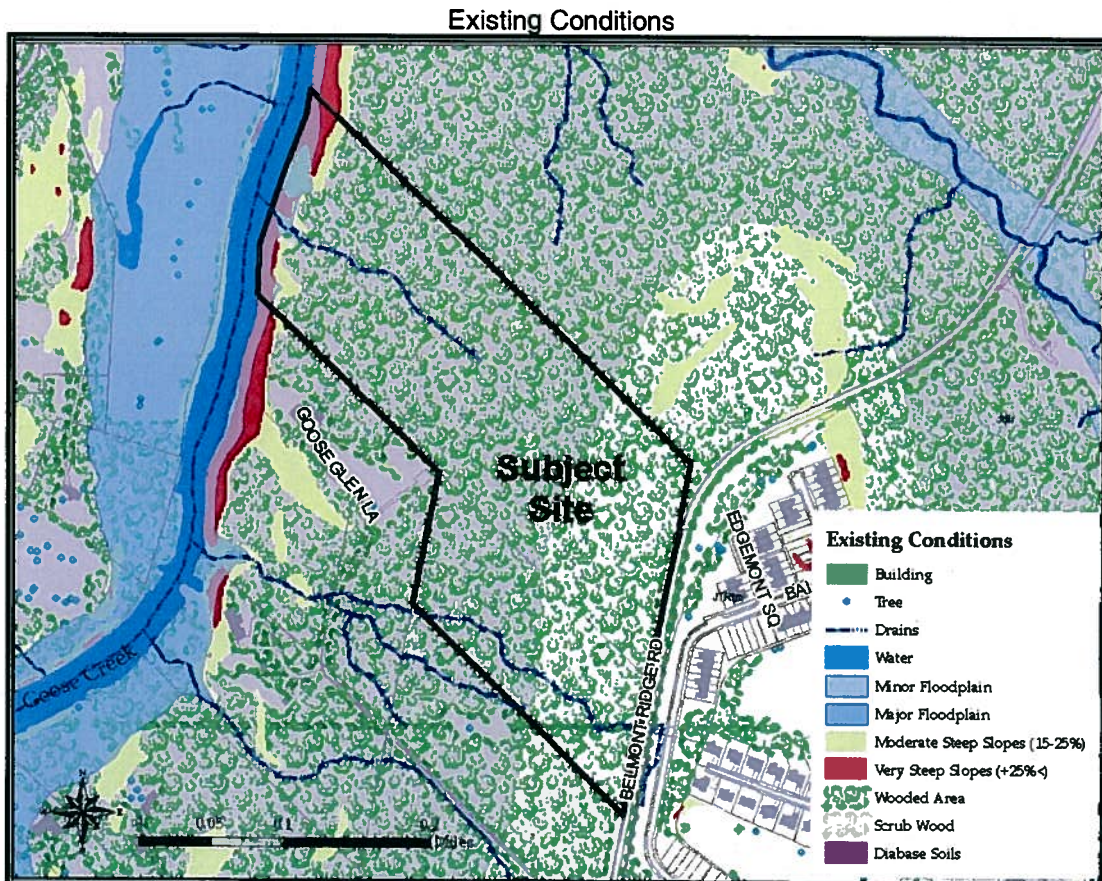
Staff finds that the proposed use is consistent with the planned land use for the subject site but recommends that development be phased based on adequate transportation facilities. Staff also requests clarification regarding the location of

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the proposed office development. The Statement of Justification indicates that some office space will be incorporated in all three of the proposed buildings. However, the Special Exception plat depicts office space only within the two smaller buildings. The key on the Special Exception plat also does not appear to correspond to the shading on the plat itself.

2. EXISTING CONDITIONS

The County's overarching Green Infrastructure strategy is to create a stronger relationship between the natural and built environment by retaining, protecting, and restoring existing resources (*Revised General Plan, text, pg. 5-1*). As depicted in the graphic below, the site is completely forested, is adjacent to the Goose Creek, and contains significant environmental resources, including stream corridor resources, natural drainageways, diabase soils, moderately steep slopes, and very steep slopes. Due to the scale and intensity of the proposed use, the site's existing features will be completely impacted by the proposed development with the exception of the 300-foot no build buffer adjacent to the Goose Creek, which is proposed to be placed into a conservation easement. The proposal should take into consideration all elements of the Green Infrastructure and incorporate as many as possible into the development of the site. More specific recommendations are provided below.



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a. Scenic River

The Goose Creek from the Fauquier and Loudoun County lines to the Potomac River is a designated "Scenic River". Plan policies state that the County will protect scenic rivers by defining a protection area as a 300-foot no-build buffer or the 50-foot management buffer associated with river and stream corridor resources, whichever is greater. The river and stream corridor performance standards, best management practice requirements, and list of permitted uses will be applied to the no-build buffer (Revised General Plan, Policy 1, pg. 5-11). According to Note #2 on Sheet 2, the Applicant will provide a 300-foot conservation easement buffer to Loudoun County at no charge. This area, per the Special Exception plat, is measured east of the edge of the Goose Creek. Staff notes that the 50-foot management buffer associated with river and stream corridor resources is greater than the 300 foot no-build buffer. However, active recreation uses, such as those proposed, are permitted within the river and stream corridor per Plan policies.

Staff recommends commitments that the conservation easement will be permanent, that will be provided at no charge to the County, and that it will remain in a natural state (e.g., little to no disturbance will take place). It also may be appropriate to designate the area as a Tree Conservation Area. A timing mechanism should be developed regarding when the easement will be granted to the County, for instance with the first zoning permit. Staff supports the provision of a natural trail within the buffer (see Pedestrian and Bicycle Circulation discussion on pg. 10).

b. Water Quality & Stormwater Management

The Plan recognizes that soil erosion and deposits of sediment is the single largest contributor to the degradation of stream water quality and the loss of aquatic habitat (Revised General Plan, Policy 6, pg. 5-17). Developing the property and constructing the terraces upon which athletic fields are proposed may result in increased sedimentation into the Goose Creek and a subsequent degradation of water quality. This problem may be exacerbated by the site's underlying diabase, which has high runoff potential due to slow infiltration rates. Enhanced measures should be committed to which ensures little to no impact on the Goose Creek's water quality during development of the property.

Once the property has been developed, stormwater management facilities will be critical in maintaining water quality. According to a letter from the Goose Creek Scenic Advisory Board, the Applicant has agreed that the planned playing fields will be of pervious materials only. It is not clear what the site's overall stormwater management approach is planned as proposed facilities are not identified on the Special Exception plat. A Substantial Conformance Note on Sheet 1 indicates that the Applicant shall have flexibility in the final design of the site layout to accommodate final engineering or design modifications, including stormwater management ponds, etc. Low impact development (LID) measures could be used to treat runoff from the parking areas, as

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encouraged by Plan policies (Revised General Plan, Policy 2, p. 5-17). LID uses natural vegetation and small-scale treatment systems to treat and infiltrate rainfall close to the source.

Staff also notes that very steep and moderately steep slopes are present adjacent to the Goose Creek on the subject property. Very steep slopes are defined in the Plan as areas with a grade of more than 25 percent and/or with the soil Slope Class of E while moderately steep slopes have a 15 to 25 percent grade and/or the soil Slope Class of D (Revised General Plan, text, p. 5-26). Plan policies prohibit disturbance on steep slopes and call for special performance standards to be used to protect moderately steep slopes which include "best management practices, locational clearances for clearing and grading, and approval of natural drainageways" (Revised General Plan, Policy 3, p. 5-26). The slopes are located within the proposed 300-foot conservation easement, where no development is proposed.

Staff recommends that a condition of approval be developed specifying the types of erosion and sediment control measures that will be used in developing the Property, for example a commitment to conform to the erosion and sediment control standards outlined in Section 5.320.C.7.b.v. of the Loudoun County Facilities Standards Manual.

Staff also requests additional information regarding the project's overall stormwater management approach. The Applicant should commit to playing fields that are constructed of pervious materials only. Lastly, staff also recommends a commitment to artificial fields in order to ensure that continued use of fertilizers will not be needed on the property. Opportunities to incorporate low impact development (LID) techniques, for example bioretention areas to treat runoff from the parking lots and/or a green roof, should be explored.

c. Existing Forest Cover

The subject site is entirely forested. A Forest Stand Delineation report (October 22, 2007) has been provided which describes the types of trees that are present on the site. The site contains mature mixed hardwoods (predominantly oaks and hickories) and pines with a sparse understory. Twenty seven specimen trees were identified. In addition, an established riparian habitat is present adjacent to the Goose Creek. According to the report, "portions of the site containing large, deciduous trees should be considered for conservation".

It appears that the only forest cover that is proposed to be preserved is that located closest to the Goose Creek, within the proposed 300-foot conservation easement. Plan policies call for the protection of forests and natural vegetation for the various economic and environmental benefits that they provide (Revised General Plan, Policy 1, p. 5-21). Given the quality of the existing forest cover, the Applicant should explore additional opportunities for tree preservation if the grading of the site allows. For example, a

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significant treed area could be preserved on the northern end of the site if the project provides the Zoning Ordinance-required 75 foot setback adjacent to Belmont Ridge Road.

Staff recommends that the application be revised in order to preserve as much existing vegetation as possible. Particular attention should be given to incorporating the identified specimen trees into the site's design and maintaining the tree cover within the setback adjacent to Belmont Ridge Road and within the buffers along the site's periphery. In order to help identify opportunities to preserve individual trees, it would be helpful to include the specimen trees on the Existing Conditions plat (Sheet 2).

Staff also notes that Existing Conditions Note #4 states that "Loudoun County GIS indicates no specimen trees onsite". However, the County does not track specimen trees and the Applicant's tree survey indicates otherwise. This note should be revised or deleted.

Should the existing vegetation be preserved as recommended, then staff also recommends a commitment to a long-term maintenance plan and forestry best management practices, in conformance with Plan policies (Revised General Plan, Policy 3, p. 5-32).

d. Wetlands

The County supports the federal goal of no net loss to wetlands in the County (Revised General Plan, Policy 23, p. 5-11). A Wetland Delineation Report (November 12, 2007) submitted with the application determined that no wetlands or streams exist on the property that would be regulated by the U.S. Army Corps of Engineers or the Virginia Department of Environmental Quality. The wetland delineation has been confirmed by the U.S. Army Corps of Engineers.

Staff requests that Note 3 under the Existing Conditions Notes on Sheet 2 be updated to identify the Jurisdictional Determination number and date.

e. Plant and Wildlife Habitats

Plan policies state that development applications with the likelihood of impacting one or more natural heritage resources will conduct a species assessment and develop a plan for impact avoidance if the presence of a natural heritage resource is identified (Revised General Plan, Policy 8, p. 5-33 & 5-34). The Virginia Department of Conservation and Recreation (DCR), Division of Natural Heritage (DNH) defines natural heritage resources to include rare, threatened, and endangered plant and animal species; exemplary natural communities, habitats, and ecosystems; and significant geologic formations (Revised General Plan, Policy 8, p. 5-33 & 5-34).

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A letter submitted with the application materials (from ECS Mid-Atlantic, LLC on October 10, 2007) indicates that according to the Virginia Fish and Wildlife Information Service threatened and endangered species database, there are no documented federal and/or state listed species within a two-mile radius of the project site. However, any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources. The site has not been surveyed for threatened and endangered species, nor does it appear that the Virginia Department of Conservation and Recreation (DCR) has reviewed the project. Staff notes that diabase soils, such as those present on the subject site, may support rare diabase plant species. In addition, significant Northern Hardpan Basic Oak-Hickory communities have been identified in the vicinity of the site.

Staff recommends that the Virginia Department of Conservation and Recreation (DCR) Virginia Department of Game and Inland Fisheries (VDGIF) be afforded the opportunity to review the proposal. A more detailed survey may be necessary to identify whether natural heritage resources are present on the subject property.

f. Historic Resources

The Revised General Plan states the County will require an archeological and historic resources survey as part of all development applications (Revised General Plan, Policy 11, p. 5-36). The application includes a Phase 1 archaeological survey for the subject property. Staff's review of the submitted report will be sent under separate cover.

g. Lighting

The Plan promotes sound night-lighting standards that will "reduce light pollution such as glare, energy waste, light trespass, and the deterioration of the natural nighttime environment" (Revised General Plan, text, pg. 5-42). Lighting should be designed for effective nighttime use of the facility, minimizing off-site glare (Revised General Plan, text, p. 6-20). The Light and Glare Standards of the Revised 1993 Zoning Ordinance (Section 5-1504(A)) specifies that all sources of glare must not cause illumination in excess of 0.25 foot candles above background light levels measured at the boundary of the property as it abuts the adjacent lot. A Special Exception is requested so that the lighting on the outdoor fields may exceed these standards.

Specifically, eighteen light poles are proposed to illuminate the athletic fields on the western portion of the site. The applicant has included an illumination summary depicting the anticipated light intensities on the perimeter of the property based on Musco light fixtures. The analysis identifies several locations along the site's northern and southern boundaries where the outdoor lighting will spill over onto adjacent properties; the maximum horizontal foot candle is anticipated to be 1.56. The affected property to the north is vacant, zoned PD-IP and A-3, and is planned for Business uses, while that to the south is zoned A-3 and contains a residence. Staff notes that the Existing Conditions plat does not accurately depict the residence on the property to the south. According to the Statement of Justification, the proposed lighting has no affect

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on the adjacent residence, the Goose Creek, and Route 659. Furthermore, in the few locations that show spill over, the adjacent properties are vacant and covered in vegetation. However, these parcels may be developed in the future. Additionally, the existing vegetation may not sufficiently buffer the dwelling on the southern property.

Staff finds that the proposed lighting has the potential to degrade the nighttime environment and will spill over onto adjoining properties. Staff recommends that the Applicant meet with the affected property owners to the north and south to discuss the proposed lighting as well as other aspects of the proposal, if this has not been done already. The Existing Conditions plat (Sheet 3) should be revised to depict all buildings on the parcel immediately south of the subject property. Staff also requests more specific information demonstrating that the proposed lighting is the minimum necessary to illuminate the proposed athletic fields and has been specifically chosen or designed to reduce off-site glare and spill over. Staff also recommends commitments that specify the type of lighting that will be provided (e.g., maximum height of poles, intensity of lighting, a design that reduces spillover, etc.) and that the outdoor lighting will be turned off at certain times of night.

3. SITE DESIGN AND LAYOUT/ZONING ORDINANCE AMENDMENT

Overall, the Revised General Plan calls for new development in the County to achieve and sustain a built environment of high quality (Revised General Plan, Policy 1, pg. 5-5). In planned Business areas, Plan policies generally envision buildings to be the prominent feature of the area and call for parking areas to be placed behind them or in the center of blocks (Revised General Plan, Design Guidelines, pg. 11-15). A large parking area containing 886 parking spaces is proposed adjacent to Belmont Ridge Road (Route 659), in front of the proposed buildings. A Zoning Ordinance Modification is also requested to reduce the required parking setback adjacent to Belmont Ridge Road, a planned arterial road, from 75 feet to 20 feet.

Staff supports placing the parking adjacent to Belmont Ridge Road in this case because placing the parking behind the buildings would separate the buildings from the outdoor athletic fields and could create unsafe pedestrian conditions. However, additional information is needed to determine whether the amount of parking proposed is the amount necessary for the operation of the proposed Sports and Leadership Training Center. The County discourages developments to provide more parking spaces than are required by the Zoning Ordinance in order to minimize the creation of unnecessary or seldom used impervious surfaces (Revised General Plan, Policy 1, p. 6-30). Providing a total of 886 parking spaces may be excessive. Additionally, due to the proposed setback reduction to 20 feet, the parking areas may be highly visible from surrounding roadways and residential areas. Staff also notes that additional trees could be preserved if the application were to provide the full 75-foot setback required by the Zoning Ordinance. The project proposes to remove the majority of the existing

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vegetation on the property, with the exception of the 300-foot buffer adjacent to Goose Creek.

Staff requests information regarding the amount of parking that is required for the proposed use per the Zoning Ordinance.

Staff also does not support the proposed Zoning Modification to reduce the parking setback adjacent to Belmont Ridge Road due to the presence of existing hardwood vegetation worthy of preservation in this area. If the proposed modification is approved, then staff recommends that the visual impact of the parking areas from Belmont Ridge Road and the residences located across the street be mitigated by specific measures, such as heavy landscaping, depressing the parking area, and/or constructing earthen berms.

4. PEDESTRIAN AND BICYCLE CIRCULATION

The County is committed to establishing an integrated trails system for pedestrians and cyclists that provides non-vehicular connections between residential neighborhoods, workplaces, shopping centers, parks, etc. (*Revised General Plan, text, pg. 5-39 and Bike/Ped Plan, text, pg. 11*). The County places a priority on providing trails along creeks (*Revised General Plan, Policy 3k, pg. 5-40*).

Belmont Ridge Road is a designated baseline connecting roadway (*Bike/Ped Plan, Proposed Bicycle and Pedestrian Network map*). Plan policies state that every opportunity should be used to improve bicycle and pedestrian conditions along the major road and connecting corridors (*Bike/Ped Plan, Policy 1, pg. 46*). Such roads should be equipped with off-road shared use paths on both sides of the roadway that are at least 10-feet wide and paved (*Bike/Ped Plan, Table 4-1, pg. 29 and text, pg. 42*). Staff recognizes that the Virginia Department of Transportation is proposing to widen Belmont Ridge Road from Dulles Greenway to Route 7. It is not clear whether trails can be accommodated in the existing right-of-way and if they are proposed to be constructed in conjunction with that effort. Regarding internal pedestrian connections, the Special Exception plat indicates that 6-foot sidewalks will be provided adjacent to the fronts of the proposed buildings and crosswalks at two locations in the parking area. It is not clear what other facilities are planned to allow pedestrians to traverse safely between the different uses on the site.

Staff defers to the Office of Transportation Services (OTS) regarding pedestrian connections along Belmont Ridge Road. Staff recommends that a natural trail be provided along Goose Creek and that additional crosswalks be provided between the proposed buildings and outdoor fields that provide a visual and textural transition between non-vehicular and vehicular movements, such as a change in pavement type or, at a minimum, pavement markings. Staff also requests information regarding pedestrian access to the outdoor athletic fields. Bicycle

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racks should also be provided to encourage non-vehicular modes of transportation.

RECOMMENDATIONS

Although the proposed use is consistent with the planned land use for the subject site, staff is concerned about the scale and intensity of the proposal with regards to sensitive environmental features and impacts to the surrounding transportation system. Additional discussion and/or commitments are recommended. It may be necessary to phase development of the site to improvements on Belmont Ridge Road. The Applicant should also consider preserving additional tree cover, incorporating low impact development (LID) techniques to treat runoff from parking areas, and meet with affected property owners to the north and south to discuss the proposed lighting and other aspects of the proposal. Lastly, application materials should also be sent to the Virginia Department of Conservation and Recreation (DCR) Virginia Department of Game and Inland Fisheries (VDGIF) for review.

Staff recommends the following commitments:

- that the proposed conservation easement will be permanent, that it will remain in a natural state, and will be provided at no charge to the County at a certain point in time;
- that specific erosion and sediment control measures will be used in developing the Property, for example super silt fencing and enhanced sediment traps and basins;
- that the playing fields will be constructed of pervious materials only and will be artificial;
- that the proposed lighting is the minimum necessary for its intended purpose and that it be turned off at certain times of night;
- that the parking areas will be visually screened from the adjacent Belmont Ridge Road and residential areas by heavy landscaping, depressing the parking area, and/or constructing earthen berms. The enhanced landscaping should include existing trees, as feasible;
- that crosswalks will be provided between the proposed buildings and outdoor fields that provide a visual and textural transition between non-vehicular and vehicular movements, such as a change in pavement type or, at a minimum, pavement markings; and
- that a sufficient number of bicycle racks be provided.

As always, staff would be happy to meet with the applicant to discuss the issues raised in this referral.

cc: Julie Pastor, AICP, Planning Director
Cindy Keegan, AICP, Program Manager, Community Planning – via e-mail

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DEPARTMENT OF BUILDING AND DEVELOPMENT

COUNTY OF LOUDOUN

MEMORANDUM

DATE: March 10, 2008

TO: Mike Elabarger, Planning Project Manager

FROM: Laura Edmonds, Environmental Engineer

THROUGH: William Marsh, Environmental Review Team Leader

CC: Sarah Milin, Community Planner
Brian Fuller, Park Planner

**SUBJECT: SPEX-2007-0056 Play to Win Sports
(and SPEX-2007-0059, SPEX-2007-0060, ZMOD-2007-0012)**

The Environmental Review Team (ERT) reviewed the subject application during the March 4, 2008, ERT Meeting. Our comments pertaining to the current application are as follows:

Regarding streams and wetlands

- 1) Staff confirmed that the wetland delineation performed by Acorn Environmental indicating that there are no jurisdictional waters or wetlands on the property has been confirmed by the Army Corps of Engineers. Please update Note 3 under the Existing Conditions Notes on Sheet 2 to identify the Jurisdictional Determination number and date [e.g., There are no jurisdictional waters and wetlands on the property as delineated by Acorn Environmental and confirmed by Army Corps of Engineers Jurisdictional Determination (number), issued on (date)].

Regarding the Goose Creek Buffer

- 2) The 300-foot buffer depicted on the plan adjacent to Goose Creek is consistent with the Scenic River Policies in the Revised General Plan, which support a 300-foot no-build buffer or the River and Stream Corridor Resources Buffer, whichever is greater (Policy 1, Page 5-11). The current buffer also surpasses the 200-foot Scenic Creek Valley Buffer required by Section 5-1000 of the Revised 1993 Zoning Ordinance. However, staff recommends that this area be contained within a Tree Conservation Area, subject to a Condition of Approval, to ensure preservation of existing vegetation and to identify permitted uses. Staff supports the provision of a 4-foot wide natural trail within the buffer recommended by the Department of Parks,

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Recreation and Community Services (PRCS). Staff further supports dedication of the Tree Conservation Area to PRCS as requested in the PRCS referral.

Regarding forest resources

- 3) Please depict all deciduous specimen trees with a diameter breast height of 30 inches or greater, as identified in the Forest Stand Delineation Report, on the Existing Conditions Plat (Sheet 2) consistent with Item K.12 of the Special Exception Checklist.
- 4) Staff does not support the requested Zoning Modification to reduce the parking setback adjacent to Route 659 (Belmont Ridge Road) due to the presence of existing hardwood vegetation worthy of preservation in this area. The majority of the existing vegetation on this property will need to be removed to accommodate the proposed use, with the exception of the 300-foot buffer adjacent to Goose Creek. Therefore, staff recommends that the setback be maintained and that existing vegetation located within the setback be placed within a Tree Conservation Area. Staff further recommends that a Condition of Approval requiring preservation of the existing vegetation accompany the application.

Regarding erosion and sediment control

- 5) Due to the extent of the grading proposed on the property and the proximity to Goose Creek, staff recommends a Condition of Approval requiring the project to conform to the erosion and sediment control standards outlined in Section 5.320.C.7.b.v. of the Loudoun County Facilities Standards Manual.

Regarding stormwater management

- 6) The proposed project will result in significant alterations to the existing topography and vegetation of the property. Staff requires additional information on the proposed stormwater management approach for the project in order to evaluate the effect of the proposed special exception on water quality as required by Section 6-1310.H of the Revised 1993 Zoning Ordinance.
- 7) The applicant has agreed to and staff supports a Condition of Approval requiring pervious materials to be used on the playing fields.
- 8) The Surface Water Policies within the Revised General Plan support the implementation of Low-Impact Development (LID) techniques (Page 5-17). Therefore, staff recommends that the applicant consider reconfiguring the planned parking areas to include landscape strips that can accommodate bioretention areas. Staff further recommends that the applicant consider applying a green roof to the proposed structure in an effort to reduce impervious area, to promote energy

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conservation (and reduced utility costs associated with heating and cooling the building), and to improve air quality.

Regarding green building practices

- 9) Staff encourages a commitment in the design of the proposed structure to meet Leadership in Energy and Environmental Design (LEED) standards, as supported by the United States Green Building Council. LEED recognizes site sustainability, conservation of energy and water, and indoor air quality, among other goals. The Revised General Plan also encourages these goals in the General Water Policies supporting long-term water conservation (Policy 1, Page 2-20); the Solid Waste Management Policies supporting waste reduction, reuse, and recycling (Policy 2, Page 2-23); and the Air Quality Policies supporting the creation of pedestrian and bicycle facilities (Policy 1, Page 5-41). Furthermore, the County encourages project designs that ensure long-term sustainability, as discussed in the Suburban Policy Area, Land Use and Pattern Design text (Page 6-2).

Due to the scope of the comments provided, staff requests an opportunity to comment on the subsequent submission of this application. Please contact me if you need any additional information.

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**COUNTY OF LOUDOUN
PARKS, RECREATION AND COMMUNITY SERVICES
REFERRAL MEMORANDUM**

To: Mike Elabarger, Project Manager, Planning Department **(MSC #62)**
From: Brian G. Fuller, Park Planner, Facilities Planning and Development
(MSC #78)
Through: Mark A. Novak, Chief Park Planner,
Facilities Planning and Development
CC: Diane Ryburn, Director
Steve Torpy, Assistant Director
Date: March 6, 2008
Subject: SPEX 2007-0056, SPEX 2007-0059, SPEX 2007-0060, ZMOD 2007-0012
Play to Win Sports
Election District: Broad Run **Sub Planning Area:** Ashburn
MCPI #: 114-46-6446 and 113-16-3850

BACKGROUND:

The Property is located on the west side of Route 659 (Belmont Ridge Road), on the east bank of the Goose Creek, and south of Route 7 (Harry Byrd Highway) in the Broad Run District. The Properties consist of approximately 40.21 acres within the Suburban Policy Area, and are currently zoned PD-IP (Planned Development – Industrial Park) and A-3 (Agricultural Residential). The Applicant (Play to Win, LLC) proposes to develop the Properties as a Sports and Leadership Training Center. The proposal includes indoor and outdoor artificial athletic fields for the purposes of future athletic and leadership training of local youth. To support this program, the Applicant seeks to a three Special Exceptions for the purposes of establishing an outdoor recreation establishment use in the A-3 Zoning District; for the provision of lighting outdoor athletic fields that exceeds 0.25 foot candles above background light levels measured at the boundary of the Property; and to permit the proposed office uses in PD-IP Zoning District, in accordance with the provisions of the Revised 1993 Loudoun County Zoning Ordinance. The Applicant also seeks a Zoning Modification to reduce the 75-foot parking setback along arterial roads to 20 feet.

POLICY:

The site is governed under the land use policies in the Revised General Plan. The subject sites are located within the Ashburn Subarea of the Suburban Policy Area. The Planned Land Use Map adopted with the Revised General Plan designates that the subject sites are planned for Business uses.

Under the Revised General Plan, "Business land use policies address the location and character of large-scale office and light-industrial uses...[to encourage] a mix of uses...

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[and] generally may feature housing and/or commercial/retail uses, and all of the uses have a component of public/civic uses and parks and open space."

PROJECT ANALYSIS:

The Applicant states the proposed special exceptions and zoning modification will allow for the construction of an approximate 225,000 sq. ft. building containing 3 indoor, rectangular synthetic turf fields, 3 indoor basketball/volleyball courts, and other training, entertainment, recreational, education, conference, office, concession and locker room space; 3 terraced levels of playing fields including 2 synthetic turf fields on the highest terrace adjacent to the parking lot, 2 synthetic turf or natural grass fields on the middle terrace, and 2 or 3 synthetic turf fields on the lowest elevation closest to Goose Creek; and 2 additional buildings comprising 75,500 sq. ft. of office and/or athletic/leadership-oriented facilities.

COMMENTS:

With respect to Parks, Recreation and Community Services (PRCS) we offer the following comments and recommendations:

1. PRCS is developing a system of interconnected linear parks along the County's Stream Valley Corridors. This is consistent with the Greenways and Trail Policies of the Revised General Plan, Policy 1 (p. 5-39): "*Greenways include areas along rivers and streams that are often ideal for trails*". Policy 4 (p. 5-40): "*The County will seek through purchase, proffer, density transfer, donation or open-space easement, the preservation of greenways and the development of trails*". Parks, Recreation and Community Services Policies, Policy 3 (p. 3-15): "*The County encourages the contiguous development of regional linear parks, trail, and natural open space corridors to provide pedestrian links and preserve environmental and aesthetic resources*".

As a Condition of Approval, PRCS requests that the Applicant dedicate the proposed area for the "300-foot Permanent Conservation Easement" to the County for the purposes of a linear park along Goose Creek. This project property is vital for extending a trail along Goose Creek to connect with established portions of the Potomac Heritage National Scenic Trail and its trailhead at Keep Loudoun Beautiful Park downstream.

Should the Applicant be unwilling to fully-dedicate the property, PRCS requests a condition that the Applicant construct a 4-foot wide natural trail along Goose Creek within the 300-foot buffer, to be field located by PRCS Staff. In addition, PRCS requests that the Applicant condition to provide pedestrian connections from their parking lot to the trail, and condition to provide trail signage. This may include, but not be limited to, entrance signage, interpretive signage, and trail markers. The signage should meet PRCS standards at the time of installation.

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2. Staff notes that the Statement of Justification identifies terraced, outdoor synthetic turf athletic fields, yet the SPEX/ZMOD Plat does not identify or label the fields to be synthetic turf. Please revise the Plat accordingly.
3. In conjunction with comments provided from the Goose Creek Scenic River Advisory Committee (dated February 11, 2008), as a Condition of Approval, PRCS requests that all outdoor athletic fields be constructed with a synthetic turf playing surface, including the two fields proposed on the "middle terrace." Goose Creek is a state-protected scenic river, which flows directly into the Potomac River, a major drinking water source for the Metropolitan Washington, DC area. Providing all synthetic turf fields would ensure the water quality of Goose Creek, preventing fertilizers and pesticides typically associated with natural grass management from entering the scenic river.
4. Staff requests more information concerning the identification and use of the 3 "rectangle shapes" directly west (behind) the main 225,000 building, as shown on Sheets 2 through 6 of the SPEX/ZMOD Plat.
5. Staff notes that there is a significant amount of impervious surfaces associated with the proposed buildings and parking lot. PRCS requests that the Applicant identify the conceptual locations of SMW/BMP ponds to be located on the site.
6. Staff notes that the Statement of Justification indicates that proposed facilities, including the outdoor fields, are intended for athletic and leadership training purposes. Does the Applicant also intend to host athletic games, including league and tournament play? If so, please identify or label the spectator seating and/or viewing areas. Currently, it appears that the fields are located too close together to facilitate adequate spectator viewing.
7. Staff requests that the Applicant provide a site development phasing plan.
8. Staff requests the opportunity to discuss potential athletic program partnerships with the Applicant.

CONCLUSION:

PRCS is enthusiastic about the Applicant's opportunity to provide additional athletic and leadership-training for the children of Loudoun County. However, Staff has identified the above, outstanding issues that require additional information to complete the review of this application.

If you have any questions or concerns regarding these comments, please do not hesitate to contact me personally via phone at 571-258-3251, or via e-mail at brian.fuller@loudoun.gov. You may also contact Mark Novak via phone at 703-737-8992, or via e-mail at mark.novak@loudoun.gov. I look forward to attending any meetings or work sessions to offer PRCS support, or to be notified of any further information regarding this project.

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**COUNTY OF LOUDOUN
PARKS, RECREATION AND COMMUNITY SERVICES
REFERRAL MEMORANDUM**

To: Mike Elabarger, Project Manager, Planning Department **(MSC #62)**
From: Brian G. Fuller, Park Planner, Facilities Planning and Development
(MSC #78)
Through: Mark A. Novak, Chief Park Planner,
Facilities Planning and Development
CC: Diane Ryburn, Director
Steve Torpy, Assistant Director
Su Webb, Park Board, Chairman, Catoctin District
Michael G. Capretti, Park Board, Broad Run District
Date: April 24, 2008
Subject: SPEX 2007-0056, SPEX 2007-0059, SPEX 2007-0060, ZMOD 2007-0012
Play to Win Sports (2nd Submission)
Election District: Broad Run **Sub Planning Area:** Ashburn
MCPI #: 114-46-6446 and 113-16-3850

BACKGROUND AND ANALYSIS:

The Property is located on the west side of Route 659 (Belmont Ridge Road), on the east bank of the Goose Creek, and south of Route 7 (Harry Byrd Highway) in the Broad Run District. The Properties consist of approximately 40.21 acres within the Suburban Policy Area, and are currently zoned PD-IP (Planned Development – Industrial Park) and A-3 (Agricultural Residential). The Applicant (Play to Win, LLC) proposes to develop the Properties as a Sports and Leadership Training Center. The proposal includes indoor and outdoor artificial athletic fields for the purposes of future athletic and leadership training of local youth. To support this program, the Applicant seeks to a three Special Exceptions for the purposes of establishing an outdoor recreation establishment use in the A-3 Zoning District; for the provision of lighting outdoor athletic fields that exceeds 0.25 foot candles above background light levels measured at the boundary of the Property; and to permit the proposed office uses in PD-IP Zoning District, in accordance with the provisions of the Revised 1993 Loudoun County Zoning Ordinance. The Applicant also seeks a Zoning Modification to reduce the 75-foot parking setback along arterial roads to 20 feet.

The Applicant states the proposed special exceptions and zoning modification will allow for the construction of an approximate 225,000 sq. ft. building containing 3 indoor, rectangular synthetic turf fields, 3 indoor basketball/volleyball courts, and other training, entertainment, recreational, education, conference, office, concession and locker room

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space; 3 terraced levels of playing fields including 2 synthetic turf fields on the highest terrace adjacent to the parking lot, 2 synthetic turf or natural grass fields on the middle terrace, and 2 or 3 synthetic turf fields on the lowest elevation closest to Goose Creek; and 2 additional buildings comprising 75,500 sq. ft. of office and/or athletic/leadership-oriented facilities.

COMMENTS:

The Department of Parks, Recreation and Community Services (PRCS) has reviewed the Applicant's responses dated April 16, 2008 to referral comments dated March 6, 2008, the revised Statement of Justification dated April 16, 2008, and the revised Special Exception (SPEX) Plat dated April 14, 2008. The following is a summary of the current status of comments identified by the Department of Parks, Recreation and Community Services (PRCS):

1. PRCS is developing a system of interconnected linear parks along the County's Stream Valley Corridors. This is consistent with the Greenways and Trail Policies of the Revised General Plan, Policy 1 (p. 5-39): "*Greenways include areas along rivers and streams that are often ideal for trails*". Policy 4 (p. 5-40): "*The County will seek through purchase, proffer, density transfer, donation or open-space easement, the preservation of greenways and the development of trails*". Parks, Recreation and Community Services Policies, Policy 3 (p. 3-15): "*The County encourages the contiguous development of regional linear parks, trail, and natural open space corridors to provide pedestrian links and preserve environmental and aesthetic resources*".

As a Condition of Approval, PRCS requests that the Applicant dedicate the proposed area for the "300-foot Permanent Conservation Easement" to the County for the purposes of a linear park along Goose Creek. This project property is vital for extending a trail along Goose Creek to connect with established portions of the Potomac Heritage National Scenic Trail and its trailhead at Keep Loudoun Beautiful Park downstream.

Should the Applicant be unwilling to fully-dedicate the property, PRCS requests a condition that the Applicant construct a 4-foot wide natural trail along Goose Creek within the 300-foot buffer, to be field located by PRCS Staff. In addition, PRCS requests that the Applicant condition to provide pedestrian connections from their parking lot to the trail, and condition to provide trail signage. This may include, but not be limited to, entrance signage, interpretive signage, and trail markers. The signage should meet PRCS standards at the time of installation.

Applicant Response: *The Applicant is providing a 300-foot Tree Conservation Area, overlaid by a permanent open space easement, for the purposes of providing a permanent natural area along the Goose Creek. The*

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Applicant is agreeable to a condition of approval that requires the construction of a 4-foot wide natural trail along Goose Creek within the 300-foot buffer, to be field located by PRCS Staff, at such time that an off-site trail is connected to the northern or southern boundary of the Property. The Applicant is also willing to provide pedestrian connections from their parking lot to the trail that will include trail signage that meets PRCS standards at the time of installation.

Issue Status: Resolved.

2. Staff notes that the Statement of Justification identifies terraced, outdoor synthetic turf athletic fields, yet the SPEX/ZMOD Plat does not identify or label the fields to be synthetic turf. Please revise the Plat accordingly.

Applicant Response: The Plat has been revised accordingly.

Issue Status: Unresolved. Please label the fields to be synthetic turf.

3. In conjunction with comments provided from the Goose Creek Scenic River Advisory Committee (dated February 11, 2008), as a Condition of Approval, PRCS requests that all outdoor athletic fields be constructed with a synthetic turf playing surface, including the two fields proposed on the "middle terrace." Goose Creek is a state-protected scenic river, which flows directly into the Potomac River, a major drinking water source for the Metropolitan Washington, DC area. Providing all synthetic turf fields would ensure the water quality of Goose Creek, preventing fertilizers and pesticides typically associated with natural grass management from entering the scenic river.

Applicant Response: The Applicant is agreeable to providing synthetic turf on all fields, at such time that the extension of Russell Branch Parkway, west of Route 659, is removed by the Board of Supervisors from the Countywide Transportation Plan.

Issue Status: Resolved.

4. Staff requests more information concerning the identification and use of the 3 "rectangle shapes" directly west (behind) the main 225,000 building, as shown on Sheets 2 through 6 of the SPEX/ZMOD Plat.

Applicant Response: The three "rectangle shapes" located directly west of the main building consist of two sand soccer fields and one grass/synthetic turf training field.

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Issue Status: Resolved.

5. Staff notes that there is a significant amount of impervious surfaces associated with the proposed buildings and parking lot. PRCS requests that the Applicant identify the conceptual locations of SMW/BMP ponds to be located on the site.

Applicant Response: The SWM/BMP dry ponds are located directly behind the south building and adjacent to the field on the lowest terrace abutting the 300-foot tree conservation area. Underground detention of storm water is also located under one of the fields located on a lower terrace.

Issue Status: Resolved.

6. Staff notes that the Statement of Justification indicates that proposed facilities, including the outdoor fields, are intended for athletic and leadership training purposes. Does the Applicant also intend to host athletic games, including league and tournament play? If so, please identify or label the spectator seating and/or viewing areas. Currently, it appears that the fields are located too close together to facilitate adequate spectator viewing.

Applicant Response: The Applicant does intend to host athletic games including league and tournament play. The revised Plat clearly identifies spectator seating.

Issue Status: Resolved.

7. Staff requests that the Applicant provide a site development phasing plan.

Applicant Response: The Property will likely be built in phases, but the timing of those phases is undetermined at this time. The 225,000 square foot main building, parking lot, and outdoor fields will be built in the first phase of development. The 61,500 square foot north building and 18,500 square foot south building will be built as the demand arises.

Issue Status: Resolved.

8. Staff requests the opportunity to discuss potential athletic program partnerships with the Applicant.

Applicant Response: The Applicant is open to discussing potential athletic partnerships with PRCS Staff.

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Issue Status: Resolved.

NEW COMMENT (April 22, 2008):

9. Staff requests the revision of Draft Conditions of Approval for SPEX 2007-0056, Condition 2, Lines 3 and 4. Please strike the following language: "in accordance with the input of the Goose Creek Scenic River Advisory Committee."

The Tree Conservation Area and Easement, as identified on the Plat, in the Statement of Justification, and in the Applicant's response letter, will be dedicated to the County. Lands that are eased to the County for the purposes of open space, conservation, and passive recreation are typically administered by PRCS. The Goose Creek Scenic River Advisory Committee does not have the authority to provide input to the placement of public trails under the administration of PRCS.

10. Staff is in receipt of a draft Open Space Easement (OSE) for the 300-foot buffer along Goose Creek, which was provided by the Applicant at the March 12th meeting of the Goose Creek Scenic River Advisory Committee. Staff notes the addition of a "Tree Conservation Area" (TCA) on the SPEX Plat. Does the Applicant intend the OSE and TCA to be one in the same? Staff requests that the Plat be revised to identify the Open Space Easement, in which tree conservation practices may occur. However, the current draft open space easement allows for forestry and silviculture practices, which are not typical techniques permitted in TCAs. Staff recommends revising the OSE to include TCA requirements, as well as public ingress/egress.

In addition, Staff requests further information about the responsibility of the maintenance of the future public 4-foot trail running north-south along Goose Creek, to be located within the OSE.

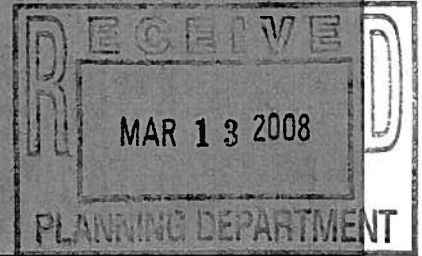
CONCLUSION:

PRCS has identified above, two outstanding issues, specifically Comments 2, 9, and 10 that need to be addressed. Should these issues be addressed, PRCS would not be in objection to an approval of this application.

If you have any questions or concerns regarding these comments, please do not hesitate to contact me personally via phone at 571-258-3251, or via e-mail at brian.fuller@loudoun.gov. You may also contact Mark Novak via phone at 703-737-8992, or via e-mail at mark.novak@loudoun.gov. I look forward to attending any meetings or work sessions to offer PRCS support, or to be notified of any further information regarding this project.

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County of Loudoun
Office of Transportation Services
MEMORANDUM



DATE: March 12, 2008
TO: Mike Elabarger, Project Manager
Department of Planning
FROM: Lou Mosurak, AICP, Senior Transportation Planner *LM*
THROUGH: Art Smith, Senior Coordinator *(AS)* for AJS
SUBJECT: SPEX 2007-0056, SPEX 2007-0059,
SPEX 2007-0060, ZMOD 2007-0012—Play to Win Sports
First Referral

Background

These special exception (SPEX) applications propose outdoor recreation uses in the A-3 district, alternative lighting for outdoor recreation uses in the A-3 district, and office uses in the PD-IP district, while the zoning modification (ZMOD) application proposes to reduce the required parking setback from the ultimate right-of-way (ROW) of an arterial road from 75 feet to 20 feet. The uses are part of a larger, partially by-right development, which is proposed to be constructed in two phases: Phase I consists of a 220,072 square-foot indoor recreation facility and a six (6) field soccer complex; Phase II would add an additional 68,000 square-foot health club and 14,000 sq ft of office uses. The subject property totals approximately 40 acres in size and is located on the west side of Belmont Ridge Road (Route 659), approximately ½ mile south of Harry Byrd Highway (Route 7). The site is located between the future Route 659 intersections with Russell Branch Parkway (to the north) and Trailview Boulevard (to the south, opposite the existing western terminus of Gloucester Parkway). Access is proposed at two separate points along Route 659 – the southern driveway proposes full movement ingress and egress, while the northern driveway proposes a right-out only egress. A vicinity map is provided as *Attachment 1*.

In its consideration of these applications, the Office of Transportation Services (OTS) reviewed materials received from the Department of Planning on February 6, 2008, including (1) a statement of justification prepared by the Applicant, dated December 14, 2007; (2) a traffic impact study prepared by Wells & Associates, LLC, dated December 18, 2007; and (3) a special exception/zoning modification plat prepared by Urban, Ltd., dated December 4, 2007 and revised through February 4, 2008. OTS also reviewed VDOT's public hearing design plans (dated August 22, 2007) for its proposed Route 659 widening project in the vicinity of this site.

Existing, Planned and Programmed Transportation Facilities

The site is located at the western edge of the Suburban Policy Area (Ashburn Community), between Route 659 and Goose Creek. Major roadways serving the site are described below.

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References to the 2001 Revised Countywide Transportation Plan (2001 Revised CTP) are taken from CTP Appendix 1 (Design Guidelines for Major Roadways).

Belmont Ridge Road (Route 659) (segment from Route 7 south to the Dulles Greenway) is classified by the 2001 Revised CTP as a major collector. It is currently built as a two-lane local access undivided (R2) rural section, with turn lanes at Gloucester Parkway and Ashburn Farm Parkway/Sycolin Road. A grade-separated interchange is in place at the Dulles Greenway, and a grade-separated interchange is planned for the intersection with Route 7. The 2001 Revised CTP calls for this segment of Belmont Ridge Road to be reclassified as a minor arterial, to be constructed as an interim four-lane divided (U4M) section within a six-lane right-of-way (ROW). Left and right turn lanes are called for at all intersections, with a desirable median crossover spacing of 1,000 feet. Ultimately, the road would be widened to a six-lane divided (U6M) facility, with the additional lanes to be constructed in the median.

VDOT's Draft Secondary Six-Year Plan (SSYP) for FY 2009-2014 ("VDOT Six-Year Plan") currently includes improvements to this segment of Belmont Ridge Road that are consistent with the interim improvements called for in the 2001 Revised CTP (i.e., a U4M section within ROW to accommodate widening to a future U6M section). The project also includes shared-use trails along both sides of the roadway and a grade-separated crossing over the W&OD Trail. While preliminary design plans have been completed for the entire 3.4-mile segment from Route 7 to the Dulles Greenway, funding constraints have necessitated that construction be divided into a minimum of two segments (i.e., Route 7 to Gloucester Parkway (1.1 miles), and Gloucester Parkway to the Dulles Greenway (2.3 miles)). Additional funding is necessary for ROW acquisition, utility relocation, and construction of both segments. As of this writing, approximately \$29 million in additional funding is necessary to complete construction of the Route 7 to Gloucester Parkway segment (if funding is allocated as anticipated in the current VDOT Six-Year Plan, there would still be an \$11 million shortfall). VDOT held a public hearing on the proposed Route 659 design in December 2007, and the design plans are currently before the Board of Supervisors Transportation/Land Use Committee for endorsement at a date to be determined. OTS staff notes that the current VDOT design does not propose median crossovers at either of the proposed entrances to the Play to Win Sports site. Currently, there is no estimated advertisement (bid) date for either segment of the VDOT project.

Russell Branch Parkway is the Route 7 southern collector road. It is classified as a controlled access major collector by the 2001 Revised CTP and is planned to be constructed as a four-lane divided (U4M) section from Claiborne Parkway west to Belmont Ridge Road (Russell Branch Parkway has been constructed to just beyond the Belmont County Club entrance, to a point approximately $\frac{3}{4}$ mile west of Claiborne Parkway). West of Belmont Ridge Road, the 2001 Revised CTP calls for Russell Branch Parkway to continue as a four-lane divided (U4M) facility and depicts the roadway alignment turning south to connect with Trailview Boulevard east of Goose Creek. This planned alignment runs directly through the Play to Win Sports site but is not depicted on the SPEX/ZMOD plat or included in the Applicant's traffic study.

OTS staff notes that the Planning Commission, during its deliberations on the 2007 CTP Update (CPAM 2005-0009) in December 2007, voted to recommend removal of the segment

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of Russell Branch Parkway west of Belmont Ridge Road. The Planning Commission's recommendation was prompted by a request from Play to Win, LLC (the Applicant) so that the planned roadway would not affect the subject property. At the time, OTS staff did not support the proposed Russell Branch Parkway removal as the link would help provide local access to the area and minimize direct access entrances onto Belmont Ridge Road (Route 659). A copy of the relevant page of the Planning Commission's December 2007 decision matrix is provided as *Attachment 2*.

Gloucester Parkway is classified by the 2001 Revised CTP as a controlled access major collector. It provides east-west access through the Ashburn area and is currently built to its interim four-lane divided (U4M) condition from the eastern end of Ashburn Village (at Marblehead Drive) west to Belmont Ridge Road (Gloucester Parkway is ultimately planned to be extended eastward, connecting with Nokes Boulevard at Route 28). Gloucester Parkway is ultimately planned to be widened to a six-lane divided (U6M) section. The intersection with Belmont Ridge Road is currently unsignalized.

Trailview Boulevard is planned by the 2001 Revised CTP to be a four-lane divided (U4M) controlled access major collector roadway, which will run east-west from Belmont Ridge Road (opposite Gloucester Parkway) to Cardinal Glen Drive in Leesburg. Left and right turn lanes are called for at all intersections, with a desirable median crossover spacing of 800 feet. Trailview Boulevard would provide the only vehicular connection across Goose Creek between Route 7 and the Dulles Greenway. There are currently no plans to construct Trailview Boulevard in the vicinity of the subject site.

Review of Submitted Traffic Study

The Applicant's submitted traffic study (dated December 18, 2007) analyzed current and future traffic conditions in the area, focusing on five (5) existing and future intersections and adjacent roadway links. The intersections included in the study were (1) Route 7/Route 659; (2) the proposed north site entrance on Route 659; (3) the proposed south site entrance on Route 659; (4) Route 659/Gloucester Parkway; and (5) Route 659/Russell Branch Parkway. Site buildout is projected to occur in two (2) phases, in 2010 and 2015. An additional Phase I plus ten-year (2020) analysis was also included. Background traffic from four (4) nearby approved but incomplete developments, along with additional regional background traffic, was included in the study. Existing lane use and traffic control is illustrated on *Attachment 3*. Relevant portions of the study are summarized below.

Road Network Analyzed by Study

OTS staff notes that the Applicant's traffic study did not evaluate the planned extension of Russell Branch Parkway west of Route 659 (between Route 659 and Trailview Boulevard) as called for in the traffic study scoping agreement dated November 14, 2007. This analysis needs to be provided to determine the impacts that removal of this planned roadway segment would have on Route 659 in the vicinity of this site.

Existing (2007) Traffic Volumes and Levels of Service (LOS)

Attachment 4 illustrates existing daily and peak hour traffic volumes in the vicinity of the subject site. The study indicates that in November 2007, Route 659 carried 11,010 VPD

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along the site's frontage (segment between Route 7 and Gloucester Parkway), and 11,250 VPD south of Gloucester Parkway. Gloucester Parkway carried 2,640 VPD just east of Route 659, and Route 7 carried 40,410 VPD just west of Route 659. (These VPD figures are based on the assumption that PM peak hour volumes represent 10% of total daily trips).

Attachment 5 summarizes the existing intersection LOS at the two (2) existing intersections in the vicinity of the site (i.e., Route 7/Route 659, and Route 659/Gloucester Parkway). The study indicates that the Route 7/Route 659 signalized intersection operates at an unacceptable LOS (LOS E) in the PM peak hour, although many individual movements operate at LOS E or F during both the AM and PM peak hours. The study also indicates that the Route 659/Gloucester Parkway intersection, with stop sign control on westbound Gloucester, operates at acceptable LOS during both the AM and PM peak hours.

Background Traffic Assumptions

The Applicant's traffic study indicates that regional background traffic will continue to increase due to growth in the surrounding area. Based on historical VDOT traffic data, the Applicant's traffic study estimates that background traffic on Route 7 will grow at 4% per year. Route 7 background traffic growth is therefore anticipated at 12.5% for 2010 (4% annual growth compounded for 3 years), and at 36.9% for 2015 (4% annual growth compounded for 8 years). Background growth rates for Route 659 and Gloucester Parkway were estimated at 2% per year and 3% per year, respectively. Route 659 background traffic growth was therefore estimated at 6.1% for 2010; 17.2% for 2015; and 29.4% for 2020. Gloucester Parkway background traffic growth was therefore estimated at 9.3% for 2010; 26.7% for 2015; and 46.9% for 2020.

Additionally, the study included background traffic that will be generated from four (4) approved but incomplete developments ("other development trips") in the surrounding area (i.e., Lansdowne Village Greens (mixed use), Belmont (office), Chase at Belmont Country Club (residential), and Goose Creek Village North (residential)). *Attachments 6, 7 & 8* list the anticipated trip generation from these approved background projects in 2010, 2015, and 2020, respectively (buildout for the Lansdowne Village Greens project is estimated to be completed by 2020; buildout for the other projects is estimated to be completed by 2015).

Trip Generation from Proposed Development

The Applicant's traffic study indicates that the proposed Phase I (2010) development program (i.e., approximately 220,000 sq ft of indoor recreational uses (no ITE code)¹ and a six (6) field outdoor soccer complex (ITE Code 488) would result in a total of 3,942 daily vehicle trips (VPD). This 3,942 VPD figure includes 58 AM peak hour trips (32 in and 26 out) and 516 PM peak hour trips (332 in and 184 out). Based on these figures, daily Phase I site-generated trips would account for a 35% increase over existing daily traffic volumes on this segment of Route 659.

¹ Trip generation rates for the proposed indoor recreational uses were based on traffic counts conducted by Wells & Associates, Inc. for similar facilities (i.e., Rockville Sportsplex (September 2002) and Dulles Sportsplex (April 2005 and March 2007)). This methodology is consistent with the traffic study scoping agreement for the subject application (dated November 14, 2007).

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At project buildout in Phase II (2015), the study anticipates that the overall proposed development program (i.e., the totals for 2010 cited above plus 68,000 sq ft of health club uses (ITE Code 492), plus 14,000 sq ft of office uses (ITE Code 710) would result in a total of 6,475 daily vehicle trips (VPD). This 6,475 VPD figure includes 179 AM peak hour trips (100 in and 79 out) and 885 PM peak hour trips (488 in and 397 out). The trip generation figures for both the proposed Phase I and Phase II development programs are illustrated in the top portion of *Attachment 9*. Based on these figures, Phase II (2015) site-generated trips would account for a 59% increase over existing daily traffic volumes on this segment of Route 659.

The study also analyzed trip generation for an alternate Phase II (2015) development program, which substitutes 68,000 sq ft of office uses in place of the health club, and substitutes 14,000 sq ft of indoor recreational uses in place of the office uses assumed in the proposed development program outlined above. This alternate Phase II development program (in addition to Phase I uses) would result in a total of 5,156 daily vehicle trips (VPD). This 5,156 VPD figure includes 199 AM peak hour trips (154 in and 44 out) and 696 PM peak hour trips (374 in and 322 out). When compared to the proposed development program described above, the alternate development program would result in approximately 20% fewer VPD (-1,319 trips); approximately 11% more AM peak hour trips (+20 trips); and approximately 21% fewer PM peak hour trips (-189 trips). This alternate development program is illustrated in the bottom portion of *Attachment 9*.

Because the proposed development program would generate more overall trips, that scenario (shown in the top portion of *Attachment 9*) was used for analysis purposes in the study.

Trip Distribution & Assignment

The study distributed peak hour site-generated trips on the existing and future road network based on other approved projects in the area, existing traffic counts, and anticipated market draw. For Phase I (2010) and Phase II (2015), the study estimates that approximately 40% of site traffic would approach the site from the north on Belmont Ridge Road. Of this 40%, 10% would arrive at the Route 7/Route 659 intersection from the east (on westbound Route 7 from Sterling); 20% would arrive at the Route 7/Route 659 intersection from the north (on southbound Route 659 from Lansdowne); and 10% would arrive at the Route 7/Route 659 intersection from the west (on eastbound Route 7 from Leesburg). The remaining 60% of site traffic would approach the site from the south on Belmont Ridge Road. Of this 60%, 25% would arrive at the Route 659/Gloucester Parkway intersection from the east (on westbound Gloucester Parkway from Ashburn), and the remaining 35% would arrive at the Route 659/Gloucester Parkway intersection from the south (on northbound Route 659 from the direction of the Dulles Greenway). The above-referenced distribution percentages and resulting assignment of site-generated trips for Phase I (2010) and Phase II (2015) are illustrated on *Attachments 10 & 11*, respectively.

Due to the assumed completion of Russell Branch Parkway between Claiborne Parkway and Route 659 by 2020, the study altered the future distribution of peak-hour site generated trips, shifting 10% of site traffic approaching the site from the south in 2010 and 2015 to approaching from the north in 2020. Thus, in 2020, the study estimates that 50% of site traffic would approach the site from the north on Belmont Ridge Road, with the remaining

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50% approaching the site from the south. The resulting assignment of site-generated trips for 2020 is illustrated on *Attachment 12*. With the assumed completion of Russell Branch Parkway between Claiborne Parkway and Route 659 by 2020, the study estimates that 20% of westbound Route 7 traffic that would turn southbound at Route 659 would instead utilize the new segment of Russell Branch Parkway to access Route 659.

Forecasted (2010, 2015 & 2020) Traffic Volumes, Levels of Service (LOS) and Recommended Mitigation Measures

Attachments 13, 14 & 15 illustrate the study's forecasted total future (i.e., total background traffic plus site-generated traffic) traffic forecasts for 2010, 2015, and 2020. The study anticipates that traffic volumes are expected to increase significantly in the area due to increases in total background trips, though site-generated traffic (58 AM peak hour trips, 516 PM peak hour trips, and 3,942 VPD for Phase I; and a total of 179 AM peak hour trips, 885 PM peak hour trips, and 6,475 VPD for Phase II) accounts for a significant portion of the overall traffic increase forecast for Route 659 in the vicinity of the site.

Attachment 16 (total future columns) summarizes the anticipated future peak hour intersection LOS in the vicinity of the site (these LOS figures are based on the total future traffic volumes cited above as well as the anticipated future lane use and traffic control depicted in *Attachment 17* (2010), *Attachment 18* (2015), and *Attachment 19* (2020)). The study assumed that Route 659 will be widened to a four-lane divided (U4M) facility and traffic signals installed at the south site entrance and at Gloucester Parkway by 2015; the study also assumed that the Route 7/Route 659 interchange will be operational by 2020. The study (*Attachment 16*) indicates that with the proposed development, the proposed north site entrance (right-in, right-out) and south site entrance (signalized intersection) will operate at acceptable LOS in both the AM and PM peak hours in 2010, 2015 and 2020. Side street (Gloucester Parkway) movements at the Route 659/Gloucester Parkway intersection would operate failing LOS in 2010 under the existing stop sign control, though overall intersection LOS would be acceptable in 2010, 2015 and 2020 if a signal is installed at that location (the study considers installation of this signal as a background improvement). The future Route 659/Russell Branch Parkway intersection is anticipated to operate at acceptable LOS in 2020 under signal control (as a background improvement). The Route 7/Route 659 intersection would continue to operate at failing LOS until the planned interchange is constructed at that location.

The study included a traffic signal warrant analysis for the proposed south site entrance and a turn lane analysis for both proposed site entrances; summaries of each of these analyses are included as *Attachments 20 & 21*, respectively. The study concludes that a traffic signal and left and right turn lanes on Route 659 are warranted at the south site entrance for Phase I (2010) development of the site. A right turn lane into the site at the north site entrance is also warranted at that time. Phase II (2015) development of the site warrants construction of a longer left turn lane into the site from northbound Route 659.

Transportation Comments

1. The applications as proposed are not consistent with the adopted Countywide Transportation Plan (2001 Revised CTP) as it does not make provisions for the extension

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of Russell Branch Parkway to the west of Route 659 (connecting through the site to future Trailview Boulevard). This extension of Russell Branch Parkway would provide both north-south and east-west access in the vicinity of the site over the long term, providing an alternative for local traffic and site access other than Route 659. Although the traffic study scoping agreement called for analysis both with and without this road segment, the traffic study did not provide such a comparison, as it only analyzed future (2020) conditions without the roadway. Approval of this application in its current form would effectively amend the CTP, resulting in higher traffic volumes on Route 659 than would occur if Russell Branch Parkway were in place. It is noted that CTP policy recommends that local roads (in this situation, the site driveways) "will access the collector system directly and not the arterial road network in the Suburban Policy Area..." (*2001 Revised CTP, Functional Classification Policy 4, pg. 3-2*). In this case, the policy recommendation could be fulfilled if initial site access were to be provided via Russell Branch Parkway (a major collector² roadway), not Route 659 (planned as a minor arterial³ roadway). Further discussion on this matter is necessary, and additional comments regarding the traffic study are provided below.

2. Comment #1 above notwithstanding, the proposal to allow two separate entrances onto Belmont Ridge Road is not consistent with the *2001 Revised CTP* as multiple entrances on a single site are not consistent with the definitions for "controlled access"⁴ and "minor arterial," as Route 659 is planned. The north site driveway (currently depicted as a right-out only egress) is not viable due to inadequate spacing from the future Russell Branch Parkway intersection (approximately 500 feet to the north) and conflicts between accelerating traffic exiting the site from the north site driveway and decelerating traffic entering the site at the south site driveway (the likelihood of conflicting movements increases if the south site driveway is shifted north (see Comments #4, 5b, and 8 below)). Regardless of whether or not long term access to the site is provided via Russell Branch Parkway, a maximum of one ingress/egress point (driveway) to the site from Route 659 should be considered with this application.
3. As noted above in the discussion of Route 659 (Page 2), VDOT's current design plans for widening this segment of Route 659 do not depict a median crossover at the location of the proposed south site driveway. Without a crossover, the Applicant (on Page 9 of its Statement of Justification) indicates it would propose two right-in, right-out access points along Route 659. Such a configuration would result in significant numbers of U-turns at the Gloucester Parkway intersection, which is not desirable. Should direct access on to Route 659 be pursued, coordination with VDOT on the placement of a median crossover at the location of the south site entrance is necessary, and such discussions should include provisions regarding the permitted duration of the crossover should alternate

² "Major Collector" is defined as "A roadway that carries traffic through the County, provides a connection between arterials, and is accessed by minor collectors and/or rural secondary roads." (*2001 Revised CTP, Page A1-2*).

³ "Minor Arterial" is defined as "A roadway which serves commuter traffic with access from major and minor collectors." (*2001 Revised CTP, Page A1-2*).

⁴ "Controlled Access" is defined as "Access onto divided roadways concentrated at median crossovers. Individual parcel access highly discouraged, with access provided through interparcel connections and consolidated access points." (*2001 Revised CTP, Page A1-2*).

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access from Russell Branch Parkway become available in the future. The VDOT design plans are still in draft form and are currently before the Board of Supervisors Transportation/Land Use Committee for endorsement at a date to be determined.

4. Current VDOT design plans depict a large stormwater management basin (pond) in the southeast corner of the subject property, in the approximate location of the proposed south site driveway and adjacent parking areas.
5. A traffic study addendum needs to be submitted to address the following items:
 - a. The planned extension of Russell Branch Parkway through the site (i.e., the segment west of Route 659 to future Trailview Boulevard) needs to be analyzed as was agreed to in the scoping documents dated November 14, 2007. This analysis would provide a comparison of the effects on Route 659 that would result if this segment of Russell Branch Parkway is removed from the CTP network.
 - b. Site ingress/egress should be evaluated for all years (2010, 2015 and 2020) with only one entrance to the property (the current location of the south site driveway should be shifted to the north due to a conflict with the VDOT project's proposed location of a stormwater management basin). The study should assume a signalized intersection with turn lanes. With respect to Comment #5c below, any evaluations (for comparative purposes) with a four-lane divided road should assume a median crossover at this location.
 - c. Given the current funding shortfall and potential for changes in the scope of the VDOT widening project, it is highly unlikely that Route 659 will be constructed as a four-lane roadway by 2015. The study should therefore evaluate future 2015 conditions with Route 659 remaining as a two-lane undivided facility, with turn lanes at the site entrance(s).
 - d. The 2010 Future Lane Use and Traffic Control diagram (Traffic Study Figure 5, *Attachment 17*) does not depict a right turn lane into the site's northern entrance, though such a lane is discussed elsewhere in the study and is indicated as being warranted in the Turn Lane Warrant Analysis Summary (Traffic Study Table 8, *Attachment 21*). The SPEX plat depicts a right-out only egress at this location. The Applicant should clarify the configuration of the proposed northern entrance should the ingress/egress remain in subsequent submittals of these applications.

OTS staff is available to discuss these matters with the Applicant and/or its traffic consultant.

6. The Applicant should clarify the distinction between "Future ROW" and "Ultimate ROW," both of which are shown on the SPEX plat. The "Ultimate ROW" line appears to be consistent with the design plans for the VDOT widening project.
7. The Applicant should agree to dedicate the full amount of ROW necessary to accommodate the proposed VDOT widening project, including the proposed multi-use trail (consistent with the "Ultimate ROW" line on the plat). All necessary utility easements

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should also be granted. A SPEX condition of approval to this effect should be included with the application. Should the multi-use trail be eliminated from the VDOT project, the Applicant should be responsible for providing a similar facility along the site's frontage.

8. Should a full-movement site entrance on to Route 659 be permitted, the Applicant should agree to a condition of approval requiring installation of a traffic signal when warranted. The Applicant should also agree to fund the cost of any necessary signal warrant studies. Additionally, the Applicant should also agree to a condition of approval requiring the installation of turn lanes at the site entrance(s) (the current location of the south site driveway should be shifted north to eliminate a conflict with the VDOT project's proposed location of a stormwater management basin).
9. Adequate stacking distance for traffic exiting the site from the south site driveway appears to be insufficient, and will be reduced even further at such time as the driveway length is shortened due to the planned future VDOT widening project. Conflicts between vehicles entering/exiting the site and vehicles attempting to park in spaces proximate to the driveway will inevitably result. The design of the driveway and parking lot in this area should be reconfigured to address this issue by (1) eliminating direct driveway access to/from the two rows of parking nearest the road, and (2) eliminating parking along the driveway.
10. The Applicant should undertake measures (e.g., landscaping, berming, depressed parking areas, etc.) to ensure that headlights from vehicles parked in spaces facing Route 659 are shielded so that a hazardous (blinding) situation is not created with vehicles traveling past the site on the road.
11. A cash in lieu contribution equivalent to the Applicant's fair share cost of frontage improvements (which are proposed to be constructed as part of the VDOT project) needs to be discussed. The amount should be based on the percentage of site traffic to total traffic on this segment of Route 659. Further discussion on this matter is necessary.

Conclusion

OTS cannot support this proposal in its current form as it does not comply with the adopted Countywide Transportation Plan (*2001 Revised CTP*) with respect to the planned CTP road network and direct site access to regional roads. Should the applications move forward as proposed, OTS recommends that the comments in this referral be addressed through additional traffic analysis, coordination with VDOT and OTS staff, and inclusion of conditions of approval. OTS staff is available to meet with the Applicant to discuss the transportation issues related to this proposal.

ATTACHMENTS

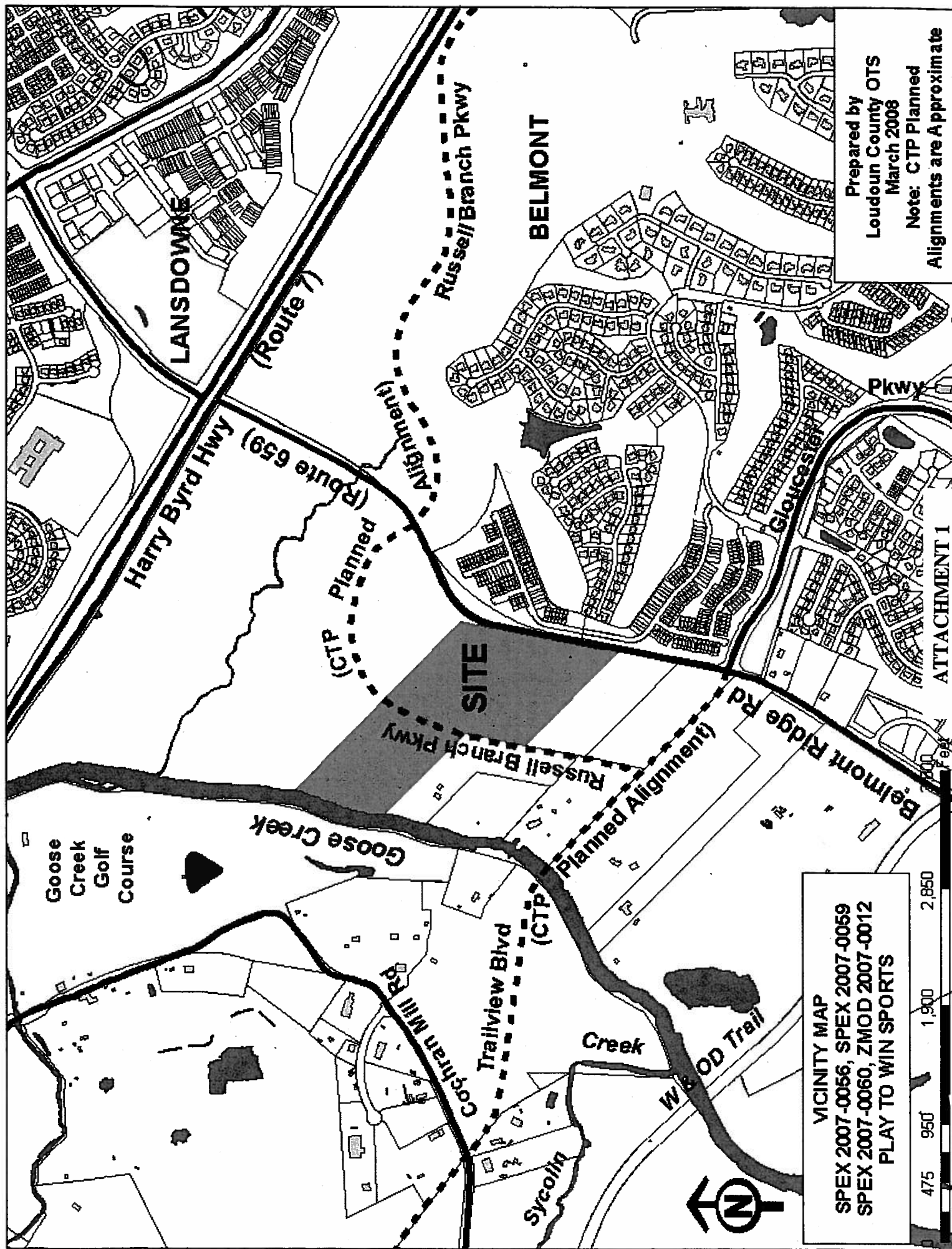
1. Site Vicinity Map
2. Planning Commission Decision Matrix Page (December 2007) from CTP Update Regarding Segment of Russell Branch Parkway (West of Route 659)
3. Existing Lane Use & Traffic Control (Traffic Study Figure 4)
4. Existing (2007) Traffic Volumes (Traffic Study Figure 8)

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5. Existing (2007) Intersection LOS Summary (Traffic Study Table 1)
6. Total Background Trip Generation (2010) (Traffic Study Table 2)
7. Total Background Trip Generation (2015) (Traffic Study Table 3)
8. Total Background Trip Generation (2020) (Traffic Study Table 4)
9. Trip Generation by Proposed Development Program / Alternate Development Program (Traffic Study Tables 6 & 6A)
10. Site-Generated Trip Distribution/Assignment (2010) (Traffic Study Figure 17)
11. Site-Generated Trip Distribution/Assignment (2015) (Traffic Study Figure 18)
12. Site-Generated Trip Distribution/Assignment (2020) (Traffic Study Figure 19)
13. Total Future Peak Hour Traffic Forecasts (2010) (Traffic Study Figure 20)
14. Total Future Peak Hour Traffic Forecasts (2015) (Traffic Study Figure 21)
15. Total Future Peak Hour Traffic Forecasts (2020) (Traffic Study Figure 22)
16. Total Future (2010, 2015 & 2020) Intersection LOS Summary (Traffic Study Table 5)
17. Future Lane Use & Traffic Control (2010) (Traffic Study Figure 5)
18. Future Lane Use & Traffic Control (2015) (Traffic Study Figure 6)
19. Future Lane Use & Traffic Control (2020) (Traffic Study Figure 7)
20. Traffic Signal Warrant Analysis Summary (Traffic Study Table 7)
21. Turn Lane Warrant Analysis Summary (Traffic Study Table 8)

cc: Terrie Laycock, Acting Director, OTS
Andrew Beacher, Assistant Director, OTS
Carol Lew, Senior Transportation Planner, OTS
Kevin Nelson, Transportation Engineer, VDOT

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Prepared by
Loudoun County OTS
March 2008
Note: CTP Planned
Alignments are Approximate

VICINITY MAP

SPEX 2007-0056, SPEX 2007-0059
SPEX 2007-0060, ZMOD 2007-0012
PLAY TO WIN SPORTS

4-026

2007 Countywide Transportation Plan
Matrix of Items Planning Commission Decisions From the December 3 and December 10, 2007 Meetings

Area	Initiated By	Item	road .	maintenance.	Planning Commission Position
Central Loudoun	Glascok Field at Stone Ridge project	Recommend construction of a single point diamond interchange at Route 50/West Spine Road, construction of a grade separated interchange at the Route 50/Stone Springs intersection and maintaining right in/right out access at Route 50 and existing Gum Spring Road.		Staff can support a single point urban diamond interchange at Route 50/West Spine Road and an interchange at Route 50/Stone Springs if justified with appropriate traffic analysis. The proposal to maintain the right in/right out movements on Route 50 at existing Gum Springs Road is problematic given that this portion of Route 50 is meant to be limited access. Further discussion is needed with the applicant.	Doesn't support specifying a specific design in the CTP and doesn't support the proposed right in/right out on Route 50. Supports a study to review the potential for an interchange at Route 50/Stone Springs. Acknowledges the approval of the Glascock rezoning
Central Loudoun	Town of Leesburg staff	Recommend showing an 8 lane facility of the Route 7/15 Bypass between Route 9 and Route 7 (East Market Street) and a grade separated interchange at Route 15 Bypass and Route 15 Business intersection north of the Town of Leesburg.		Staff agrees with the 8 lane facility and notes that since this is within the Town, staff defers to the Town. With regard to the Route 15 Bypass/Route 15 Business interchange recommendation, staff supports an interchange study to determine if an interchange is warranted.	The widths of the CTP roads should be consistent with what is reflected in the adopted Town Transportation Plans. If changes are different from the Town Plan, obtain a formal letter from the Town of Leesburg specifying their requests/recommended changes to the Draft CTP. See 9-4.
Central Loudoun	Play To Win, LLC	Requests deleting the planned extension of Russell Branch Parkway west of Route 659 from the current and Draft CTP so their property won't be affected by the planned road.		Staff doesn't support the recommended change as this link will help provide local access and minimize direct access entrances onto Route 659.	Per the 11/29/07 Central Subcommittee Report- Recommended Russell Branch Parkway terminating at Route 659
Eastern Loudoun	Cooley Goodward Kronish/clients on Route 28	Endorse the recommendation to widen Route 28 to 10 lanes between the Dulles Toll Road and Route 606		Staff agrees. No Planning Commission action is necessary.	No action necessary.

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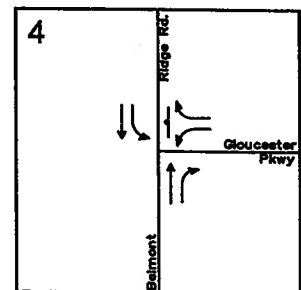
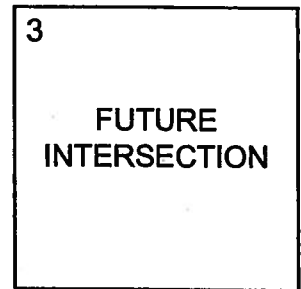
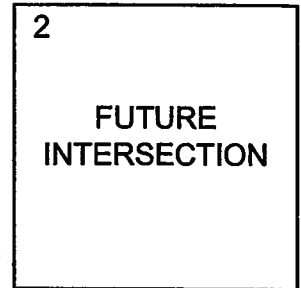
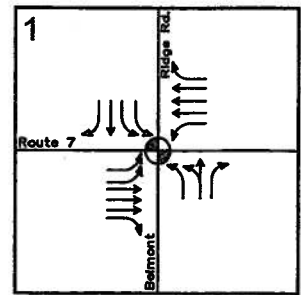
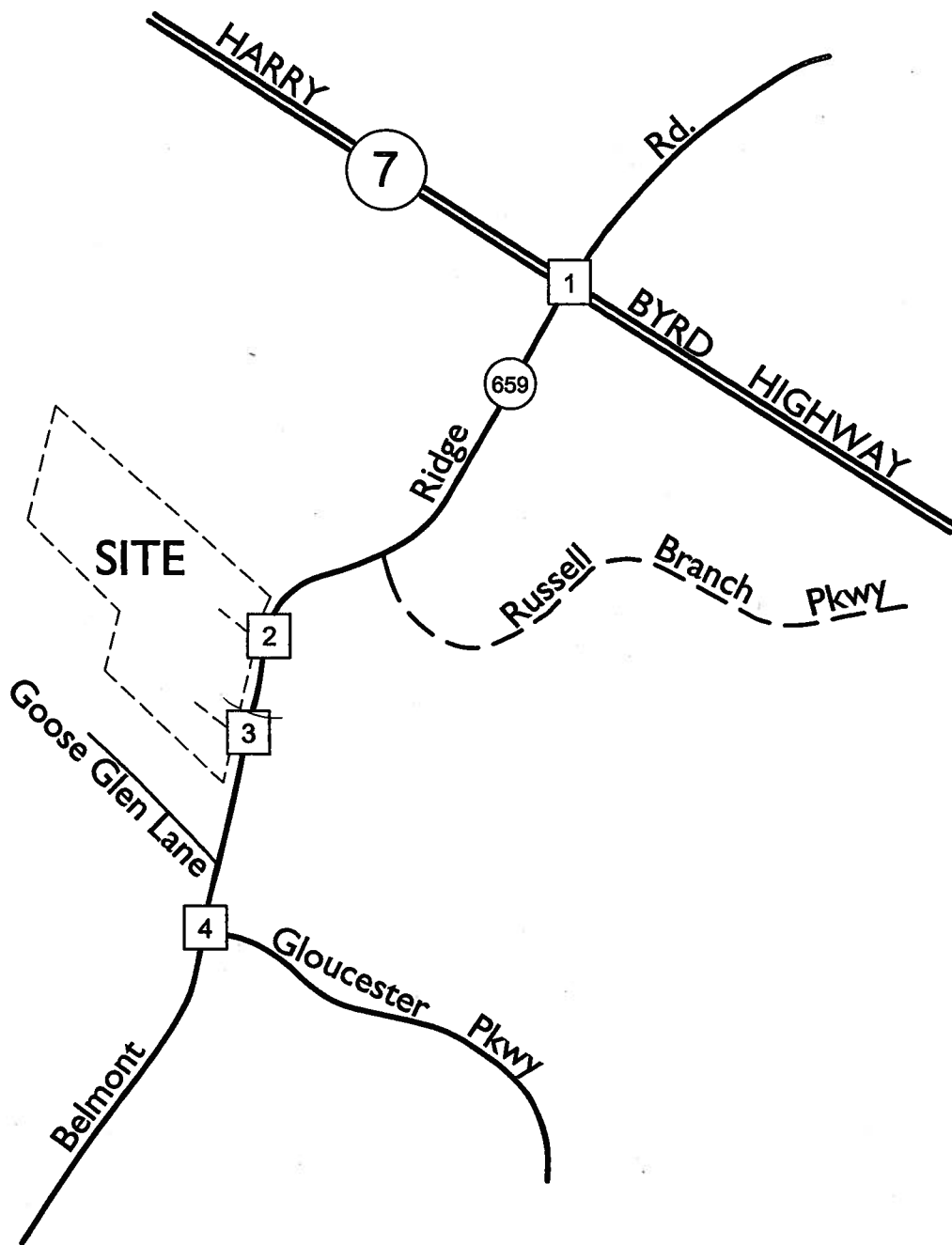



Figure 4
Existing Lane Use and Traffic Control

- ← Represents One Travel Lane
- ⊕ Signalized Intersection
- Stop Sign
-  North Schematic

A-037

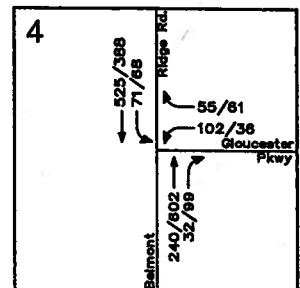
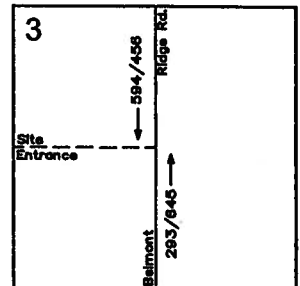
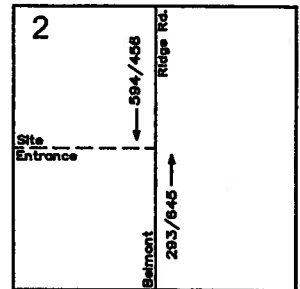
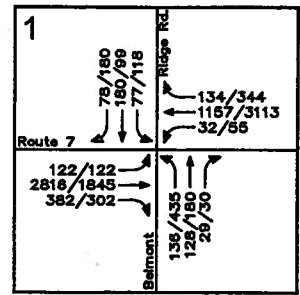
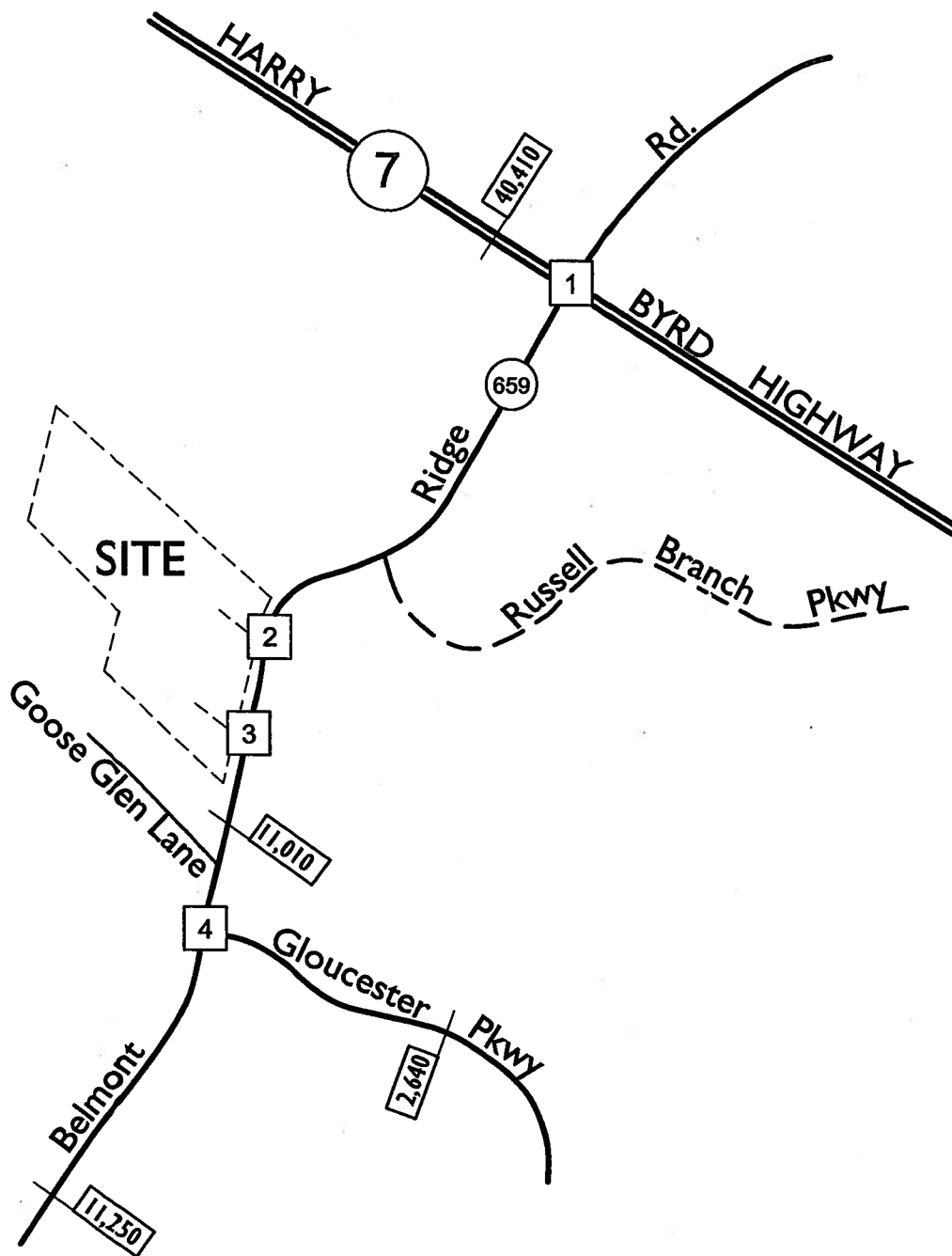


Figure 8
Existing Peak Hour Traffic Counts

ADT Average Daily Traffic

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

Table I
Play To Win
Existing Peak Hour Intersection Levels of Service^(1,2)

Intersection	Control	Approach/ Movement	<u>Existing Conditions</u>	
			AM	PM
1. Harry Byrd Highway (Route 7) / Belmont Ridge Road (Route 659)	Signal	EBL	F (106.8)	F (94.1)
		EBT	D (36.8)	C (22.9)
		EBR	B (15.9)	B (15.7)
		WBL	F (113.0)	F (89.6)
		WBT	B (19.7)	E (63.7)
		WBR	B (15.8)	B (15.4)
		NBL	F (117.5)	F (142.8)
		NBT	F (116.4)	F (149.4)
		NBR	F (90.7)	E (64.1)
		SBL	F (88.4)	F (94.5)
		SBT	F (112.3)	F (176.1)
		SBR	<u>E (74.46)</u>	<u>F (159.3)</u>
		Overall	D (41.3)	E (61.0)
4. Belmont Ridge Road (Route 659) / Gloucester Parkway	Stop	WBL	D [29.1]	D [30.4]
		WBR	B [10.0]	B [14.0]
		SBL	A [8.0]	A [9.6]

Notes: (1) Numbers in brackets () indicate delay in seconds per vehicle for signal-controlled intersections.

(2) Numbers in parentheses [] indicate delay in seconds per vehicle for stop-controlled intersection.

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Table 2

Play To Win

2010 Other Development Trip Generation Forecast^{1,2}

Development / Land Use	ITE Code	Quantity	Units	AM Peak Hour			PM Peak Hour			ADT
				In	Out	Total	In	Out	Total	
1. Lansdowne Village Greens - Parcel E										
Retail/Shopping Center	820	169,700	SF	114	73	187	363	393	756	8,141
General Office	710	115,000	SF	183	25	208	35	173	208	1,478
Townhouse	230	222	DU	12	59	71	62	30	92	1,927
Sub-Total				309	157	466	460	596	1,056	11,546
2. Belmont										
General Office	710	362,625	SF	380	52	432	74	362	436	2,871
3. The Chase at Belmont Country Club										
Single-Family Detached	210	50	DU	11	33	44	36	21	57	550
4. Goose Creek Village North										
Townhouse	230	113	DU	10	47	57	44	22	66	712
Apartment	220	99	DU	10	42	52	47	25	72	745
Sub-Total				20	89	109	91	47	138	1,457
Total Other Development Trips				720	331	1,051	661	1,026	1,687	16,424

Notes: (1) Data obtained from the 2006 Annual Update - Demographic, Revenue and Expenditure Modules and Growth Scenarios, Loudoun County Board of Supervisors Fiscal Impact Committee - Loudoun County, Virginia, February 2007 and previous Wells + Associates, Inc. studies.

(2) Trip estimates based on rates and equations published in the Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition.

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Table 3

Play To Win

2015 Other Development Trip Generation Forecast^{1,2}

Development / Land Use	ITE Code	Quantity	Units	AM Peak Hour			PM Peak Hour			ADI
				In	Out	Total	In	Out	Total	
1. Lansdowne Village Greens - Parcel E										
Retail/Shopping Center	820	169,700	SF	114	73	187	363	393	756	8,141
General Office	710	115,000	SF	183	25	208	35	173	208	1,478
Townhouse	230	591	DU	32	156	188	164	81	246	5,140
<i>Sub-Total</i>				329	254	583	562	647	1,210	14,759
2. Belmont										
General Office	710	967,000	SF	1,014	138	1,152	198	964	1,162	7,655
3. The Chase at Belmont Country Club										
Single-Family Detached	210	50	DU	11	33	44	36	21	57	550
4. Goose Creek Village North										
Townhouse	230	300	DU	21	103	124	99	49	148	1,633
Apartment	220	264	DU	27	106	133	106	57	163	1,737
<i>Sub-Total</i>				48	209	257	205	106	311	3,370
Total Other Development Trips				1,402	634	2,036	1,001	1,738	2,740	26,334

Notes: (1) Data obtained from the 2006 Annual Update - Demographic, Revenue and Expenditure Modules and Growth Scenarios, Loudoun County Board of Supervisors Fiscal Impact Committee - Loudoun County, Virginia, February 2007 and previous Wells + Associates, Inc. studies.

(2) Trip estimates based on rates and equations published in the Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition.

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Table 4

Play To Win

2020 Other Development Trip Generation Forecast^{1, 2}

Development/ Land Use	ITE Code	Quantity	Units	AM Peak Hour			PM Peak Hour			ADT
				In	Out	Total	In	Out	Total	
1. Lansdowne Village Greens - Parcel E										
Retail/Shopping Center	820	169,700	SF	114	73	187	363	393	756	8,141
General Office	710	115,000	SF	183	25	208	35	173	208	1,478
Townhouse	230	960	DU	52	254	306	267	132	399	8,352
Sub-Total				349	352	701	665	698	1,363	17,971
2. Belmont										
General Office	710	967,000	SF	1,014	138	1,152	198	964	1,162	7,655
3. The Chase at Belmont Country Club										
Single-Family Detached	210	50	DU	11	33	44	36	21	57	550
4. Goose Creek Village North										
Townhouse	230	300	DU	21	103	124	99	49	148	1,633
Apartment	220	264	DU	27	106	133	106	57	163	1,737
Sub-Total				48	209	257	205	106	311	3,370
Total Other Development Trips				1,422	732	2,154	1,104	1,789	2,893	29,546

Notes: (1) Data obtained from the 2006 Annual Update - Demographic, Revenue and Expenditure Modules and Growth Scenarios, Loudoun County Board of Supervisors Fiscal Impact Committee - Loudoun County, Virginia, February 2007 and previous Wells + Associates, Inc. studies.

(2) Trip estimates based on rates and equations published in the Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition.

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Table 6
Play To Win
Site Trip Generation Forecasts

Land Use	ITE ⁽¹⁾ Code	Quantity	Units	AM Peak Hour			PM Peak Hour			ADT
				In	Out	Total	In	Out	Total	
Proposed Program ⁽²⁾										
Phase I										
Indoor Recreational Facility ⁽³⁾	N/A	220,072 SF		27	22	49	246	145	392	3,514
Soccer Complex	488	6 Fields		4	4	8	86	38	124	428
Sub-Total				32	26	58	332	184	516	3,942
Phase II (Full Build-out)										
Health Club	492	68,000 SF		34	48	82	140	135	275	2,239
Office	710	14,000 SF		34	5	39	16	78	94	294
Sub-Total				68	53	121	156	213	369	2,533
Total				100	79	179	488	397	885	6,475

Note: (1) Trip estimates based on rates and equations published in the Institute of Transportation Engineers Trip Generation, Seventh Edition.

(2) In order to provide a conservative estimate for the property's trip generation, the forecasts from this table are used throughout the study.

(3) Based on counts of similar facilities conducted by Wells & Associates for Rockville Sportsplex on 9/25/02 and for Dulles Sportsplex on 04/25/2005 and 03/08/07.

Table 6 A
Play To Win
Site Trip Generation Forecasts

Land Use	ITE ⁽¹⁾ Code	Quantity	Units	AM Peak Hour			PM Peak Hour			ADT
				In	Out	Total	In	Out	Total	
Alternate Program (2)										
<u>Phase I</u>										
Indoor Recreational Facility ⁽²⁾	N/A	220,072 SF		27	22	49	246	145	392	3,514
Soccer Complex	488	6 Fields		4	4	8	86	38	124	428
Sub-Total				32	26	58	332	184	516	3,942
<u>Phase II (Full Build-out)</u>										
Office	710	68,000 SF		121	17	138	26	129	155	991
Indoor Recreational Facility ⁽²⁾	N/A	14,000 SF		2	1	3	16	2	25	224
Sub-Total				123	18	141	42	138	180	1,215
Total				154	44	199	374	322	696	5,156

Note: (1) Trip estimates based on rates and equations published in the Institute of Transportation Engineers Trip Generation, Seventh Edition.

(2) Table provided for reference purposes only and reflects a potential development scenario that may occur on the property.

(3) Based on counts of similar facilities conducted by Wells & Associates for Rockville Sportsplex on 9/25/02 and for Dulles Sportsplex on 04/25/2005 and 03/08/07.

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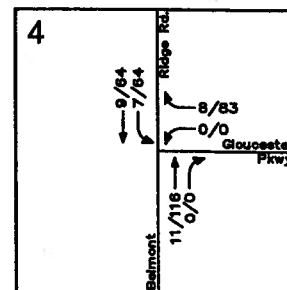
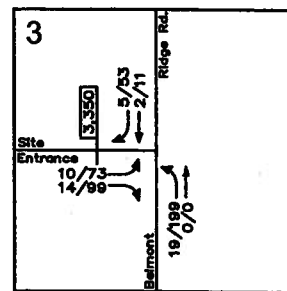
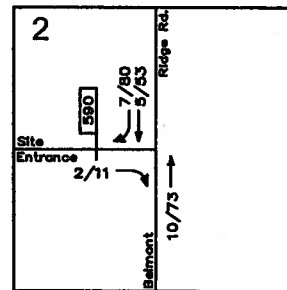
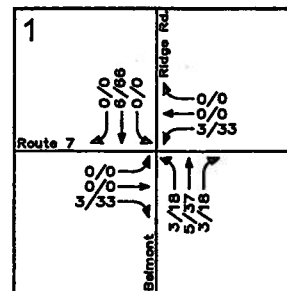
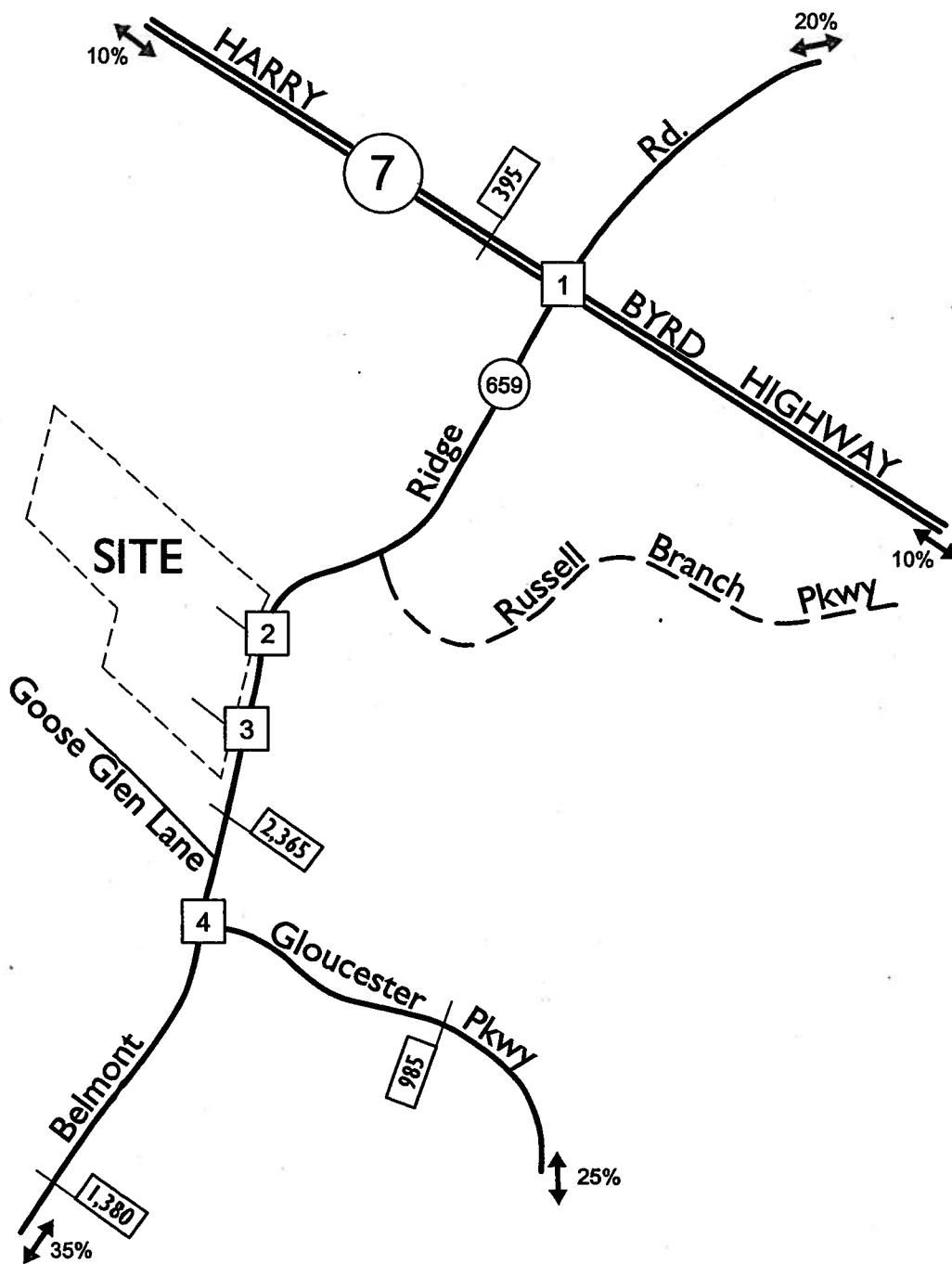


Figure 17
Site-Generated Peak Hour Forecasts
and Directions of Approach, 2010

XXX
Directions of Approach
ADT Average Daily Traffic

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

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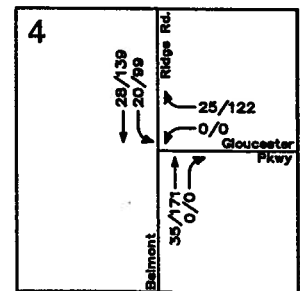
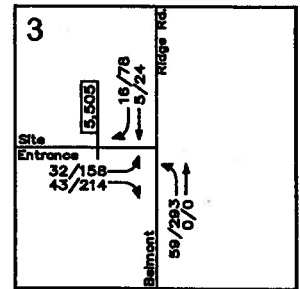
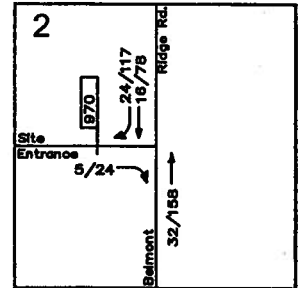
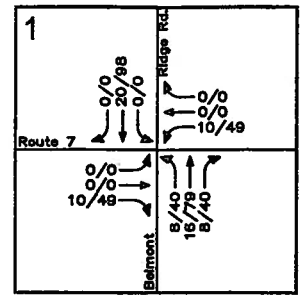
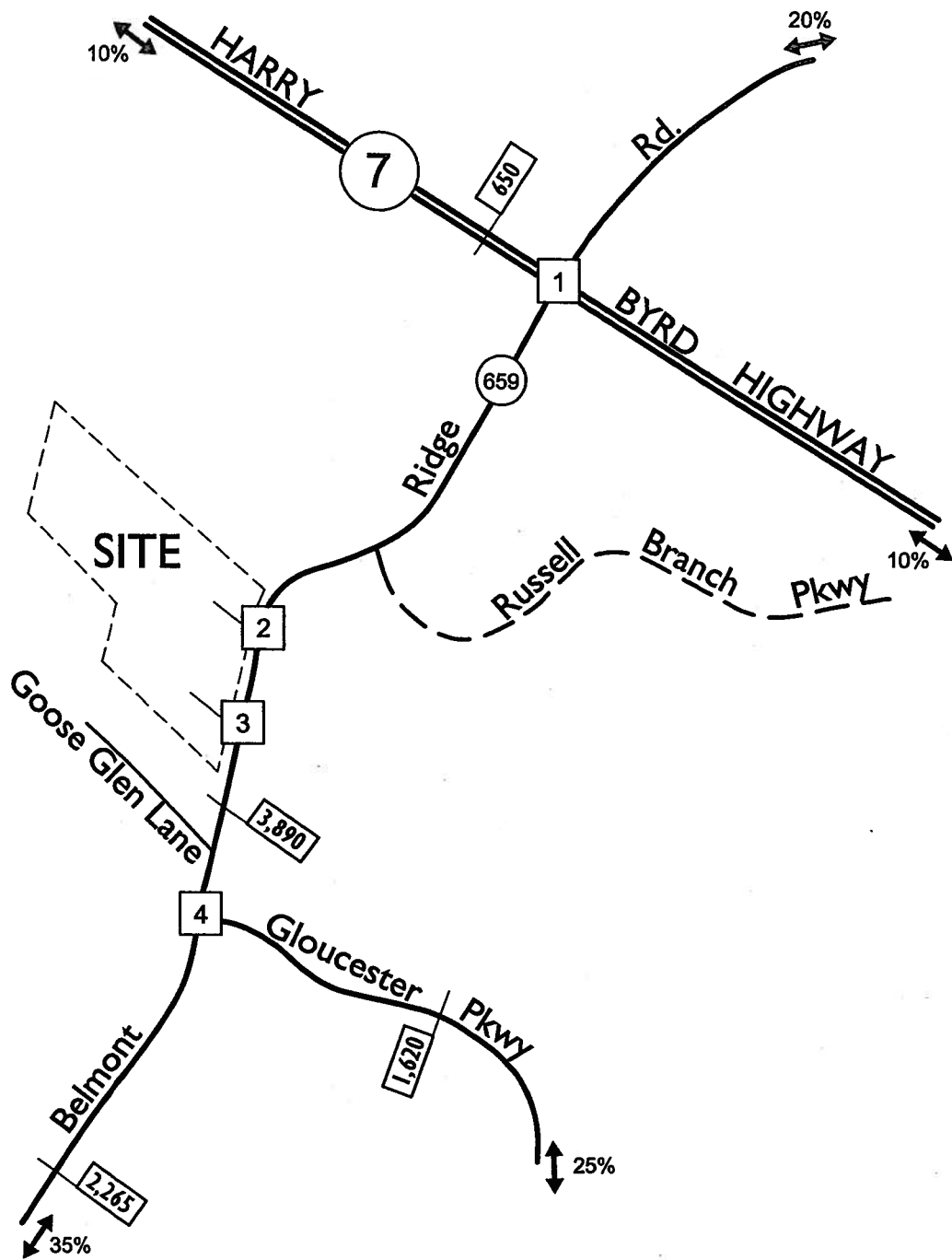


Figure 18
Site-Generated Peak Hour Forecasts
and Directions of Approach, 2015

XXX
Directions of Approach
ADT Average Daily Traffic

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

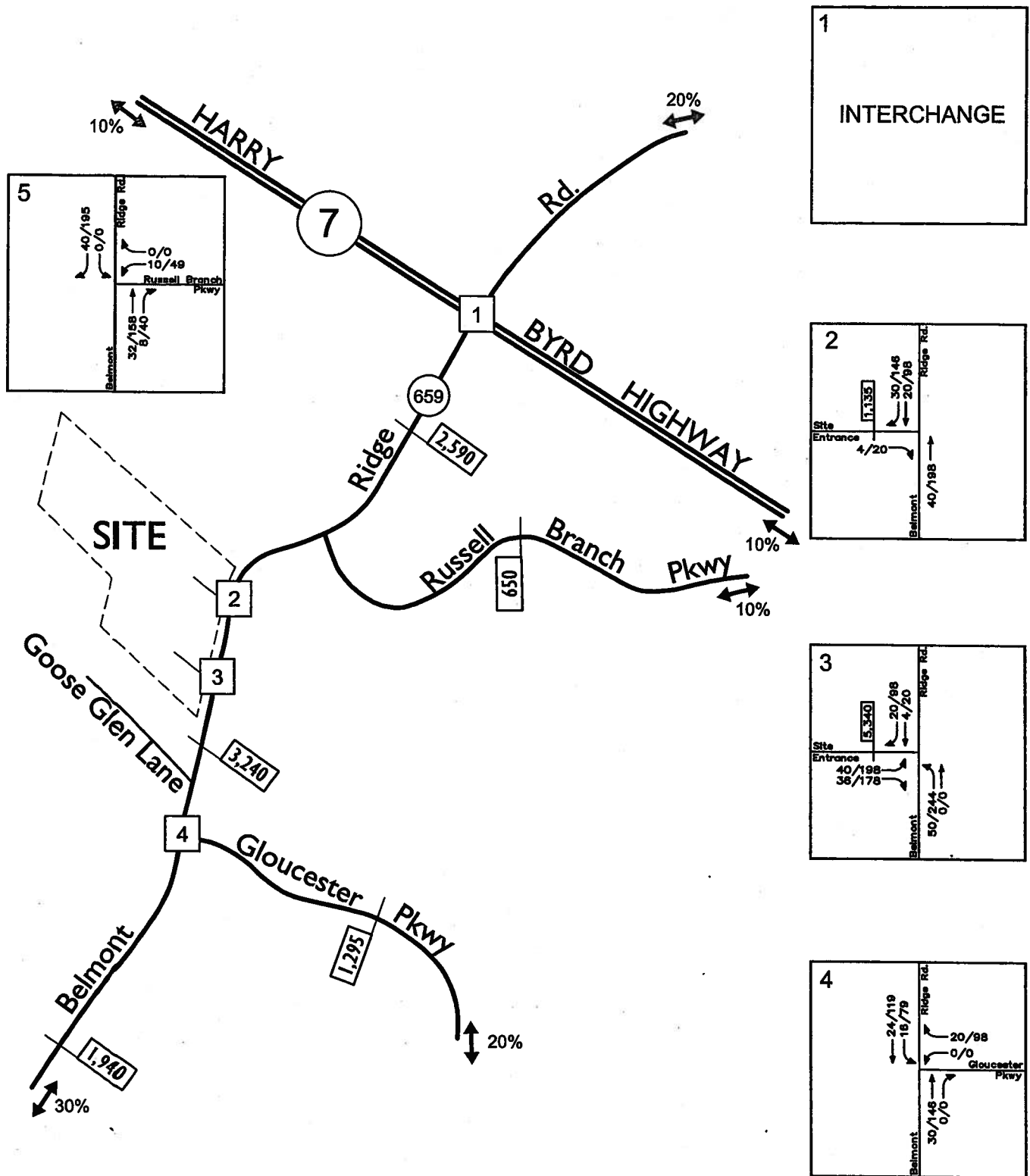


Figure 19
Site-Generated Peak Hour Forecasts
and Directions of Approach, 2020

Directions of Approach
 Average Daily Traffic
 AM PEAK HOUR
 PM PEAK HOUR
 North
 Schematic

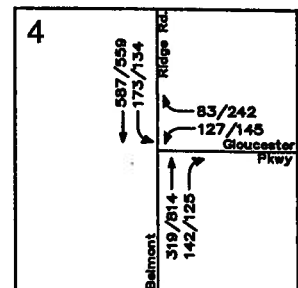
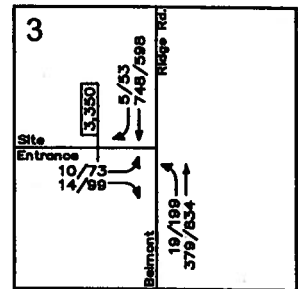
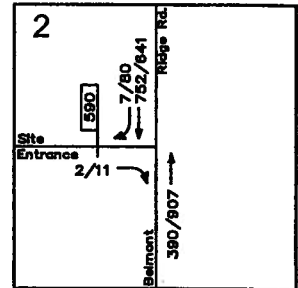
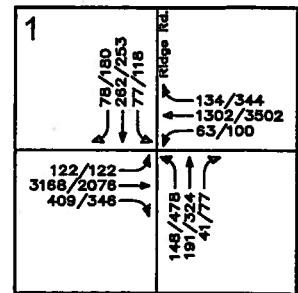
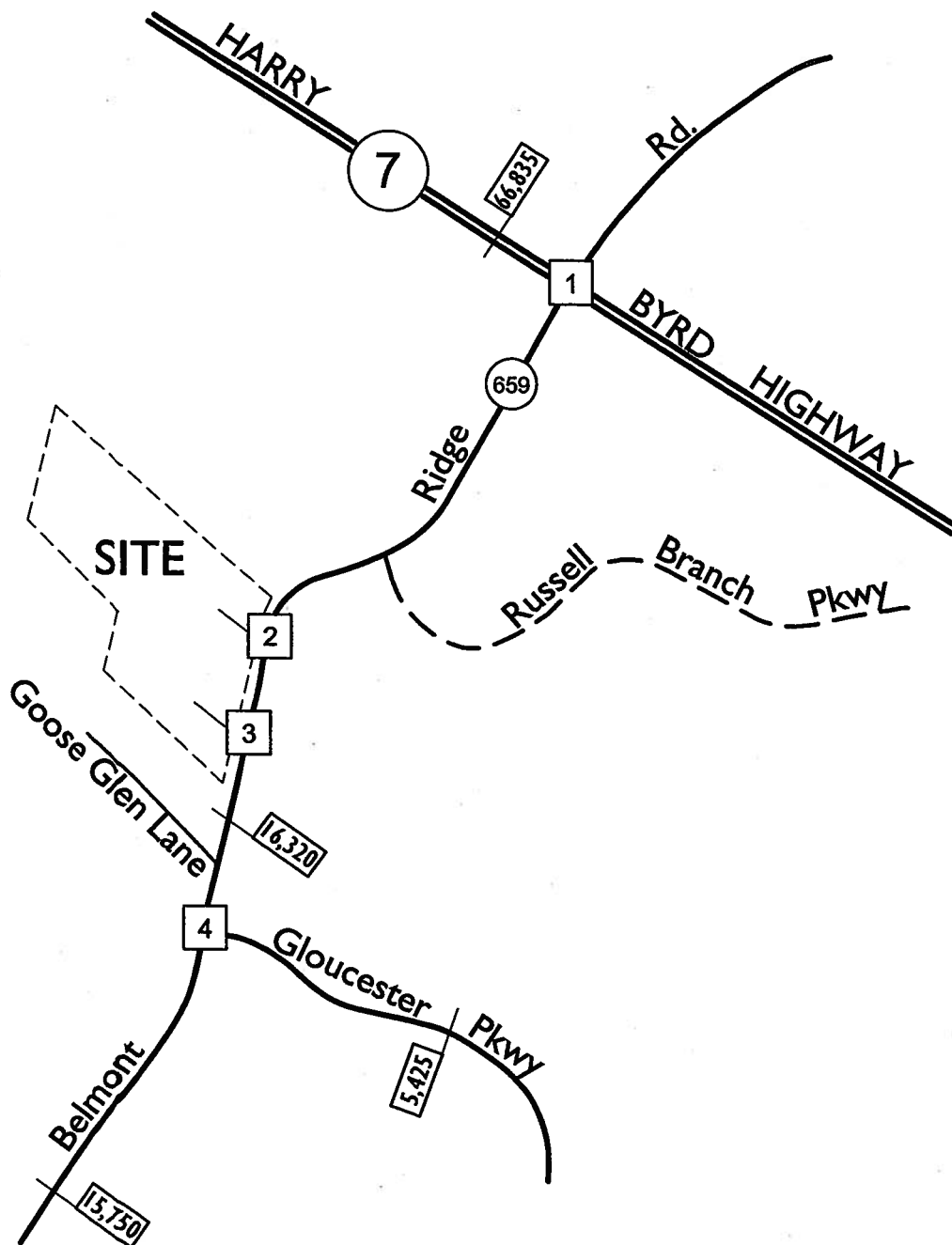


Figure 20
Total Future Peak Hour Forecasts, 2010

ADT Average Daily Traffic
AM PEAK HOUR
PM PEAK HOUR
000/000
North Schematic

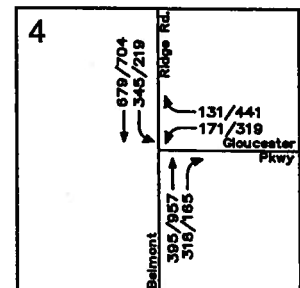
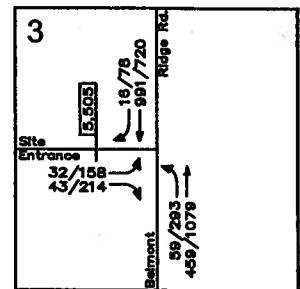
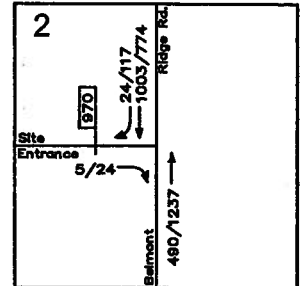
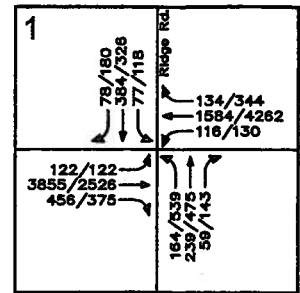
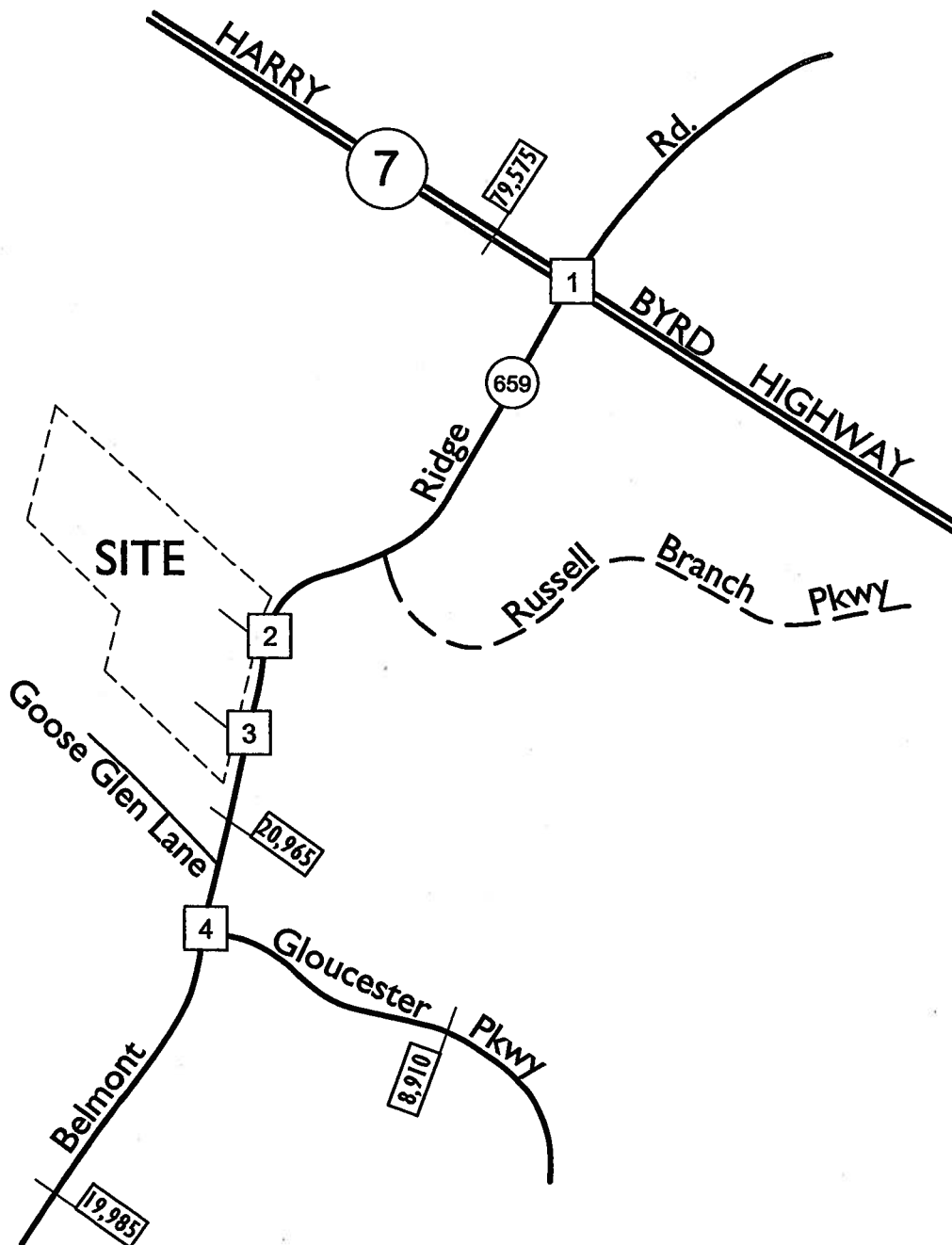


Figure 21
Total Future Peak Hour Forecasts, 2015

ADT Average Daily Traffic

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

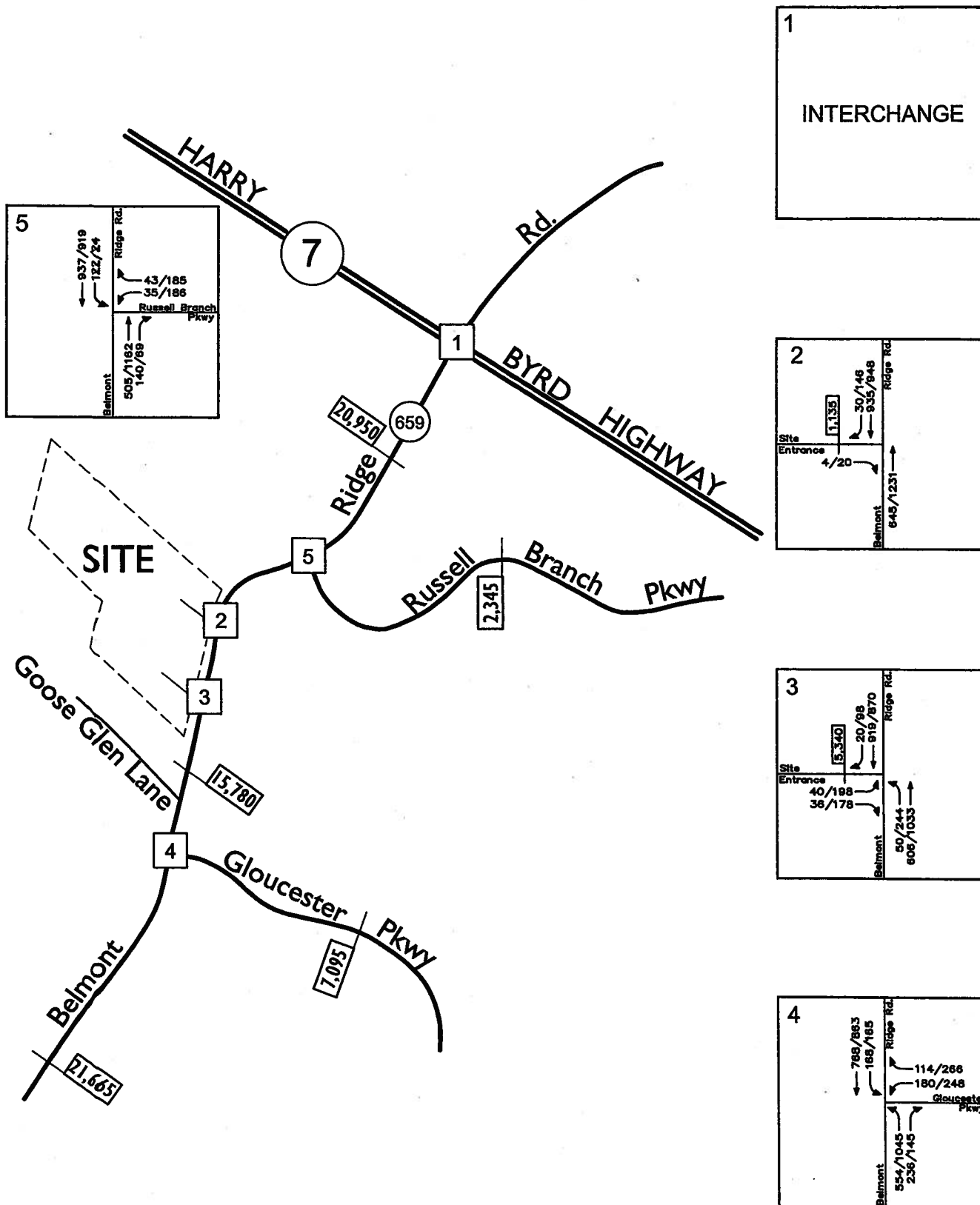


Figure 22
Total Future Peak Hour Forecasts, 2020

Table 5

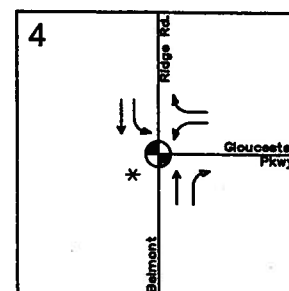
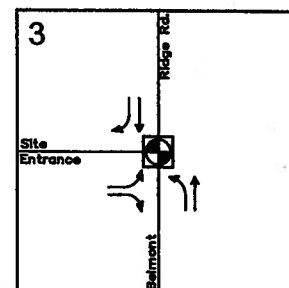
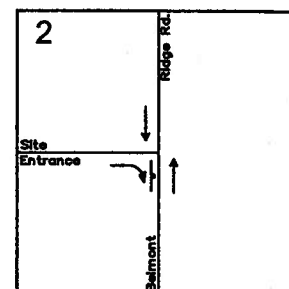
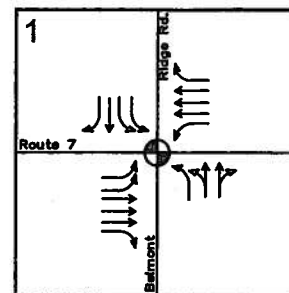
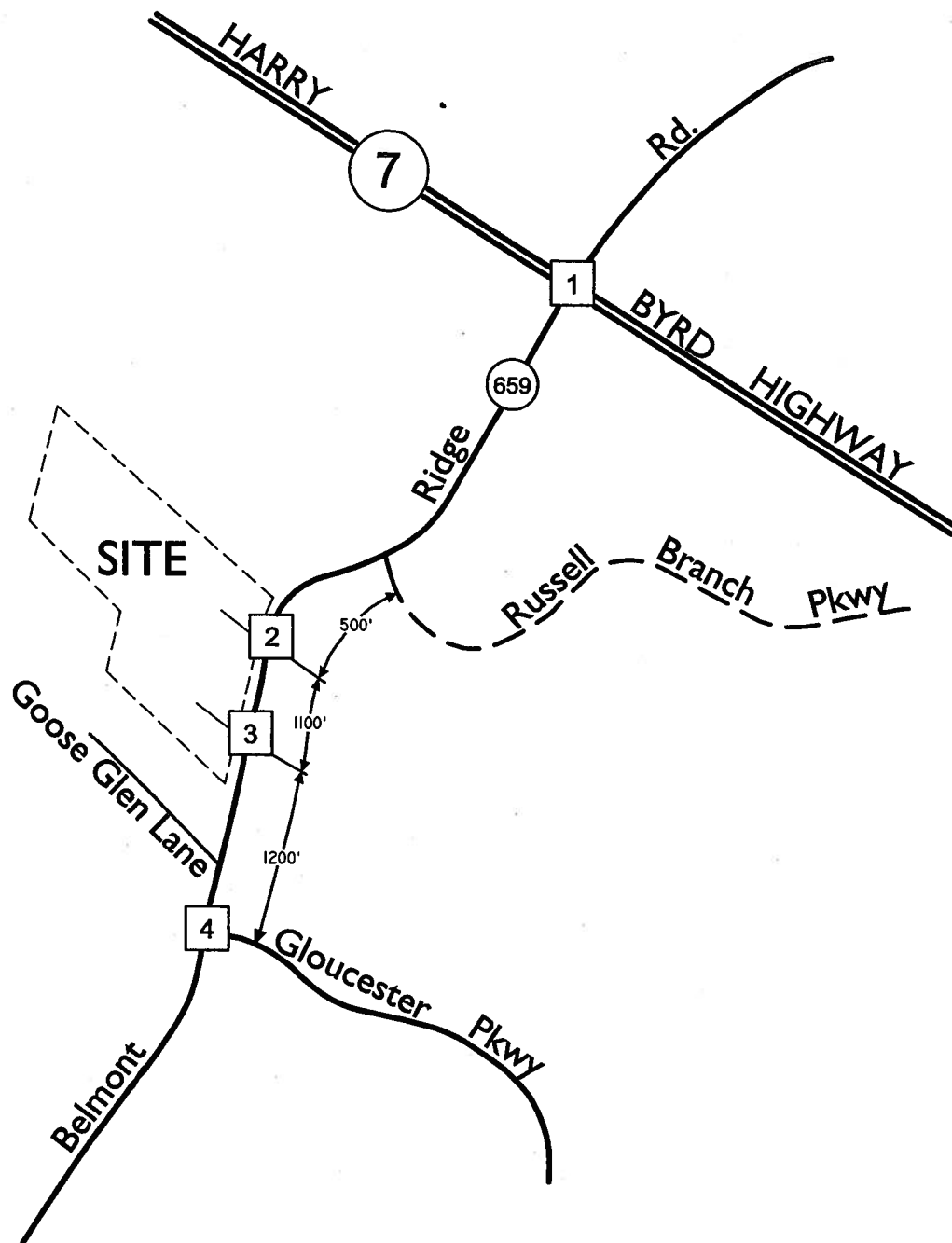
Play To Win

Future Peak Hour Intersection Levels of Service^(1,2)

Intersection	Control	Approach/ Movement	2010 Background		2010 Total Future		2015 Background		2015 Total Future		2020 Total Future	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. Harry Byrd Highway (Route 7) / Belmont Ridge Road (Route 659)	Signal	EBL	F (108.9)	F (94.1)	F (108.9)	F (94.1)	F (108.9)	F (94.1)	F (108.9)	F (94.1)	-	-
		EBT	E (70.9)	C (32.1)	E (67.9)	D (42.2)	F (198.4)	D (51.3)	F (207.9)	D (62.6)	-	-
		EBR	B (17.9)	B (19.7)	B (17.5)	C (25.2)	C (22.2)	C (22.2)	C (23.3)	C (24.4)	-	-
		WBL	F (145.8)	F (88.9)	F (153.0)	F (88.0)	F (260.5)	F (152.4)	F (251.55)	F (165.5)	-	-
		WBT	C (22.1)	F (152.4)	C (21.6)	F (186.3)	C (27.1)	F (306.9)	C (27.8)	F (328.5)	-	-
		WBR	B (16.9)	B (18.9)	B (16.5)	C (22.0)	B (18.9)	C (21.9)	B (19.3)	C (23.5)	-	-
		NBL	F (130.5)	F (209.4)	F (141.3)	F (230.8)	F (147.0)	F (352.5)	F (153.4)	F (377.6)	-	-
		NBT	F (170.9)	F (214.9)	F (194.4)	F (237.1)	F (253.2)	F (355.7)	F (275.1)	F (381.8)	-	-
		NBR	F (92.7)	E (64.4)	F (93.8)	E (64.3)	F (93.9)	E (67.5)	F (94.3)	E (67.7)	-	-
		SBL	F (87.7)	F (82.7)	F (87.7)	F (77.6)	F (83.3)	F (77.6)	F (82.4)	F (75.7)	-	-
		SBT	F (167.1)	F (223.6)	F (176.3)	F (237.9)	F (261.4)	F (325.8)	F (266.3)	F (331.7)	-	-
		SBR	E (74.6)	E (76.9)	E (74.7)	E (79.7)	E (71.7)	E (79.9)	E (70.9)	E (76.3)	-	-
		Overall	E (66.0)	F (111.7)	E (66.1)	F (133.0)	F (146.4)	F (207.2)	F (152.9)	F (223.7)	-	-
2. Belmont Ridge Road (Route 659) / North Site Entrance	Stop	EBR	-	-	B [14.6]	B [13.4]	B [12.4]	B [11.2]	B [12.5]	B [11.5]	B [12.1]	B [12.3]
3. Belmont Ridge Road (Route 659) / South Site Entrance	Stop	EBLR	-	-	D [26.1]	F [461.4]	-	-	-	-	-	-
		NBL	-	-	B [14.9]	B [14.9]	-	-	-	-	-	-
with signalization	Signal	EBL	-	-	D [44.7]	C [27.8]	D [39.7]	C [22.4]	C [31.9]	C [26.1]	C [30.09]	C [30.9]
		EBR	-	-	D [37.6]	B [18.0]	C [33.0]	B [13.4]	C [23.4]	B [10.7]	C [22.8]	B [14.8]
		NBL	-	-	A [2.1]	A [5.8]	A [1.3]	A [4.5]	A [2.3]	A [6.2]	A [2.6]	A [7.3]
		NBT	-	-	A [0.9]	A [4.9]	A [0.9]	A [4.0]	A [1.3]	A [4.3]	A [1.9]	A [4.5]
		SBT	-	-	A [4.2]	B [11.8]	A [3.7]	B [11.4]	A [6.1]	B [17.6]	A [6.6]	B [13.7]
		SBR	-	-	A [1.6]	A [3.7]	A [1.9]	A [4.4]	A [2.8]	A [7.2]	A [2.5]	A [4.6]
		Overall	-	-	A [3.8]	A [8.8]	A [3.3]	A [7.5]	A [5.6]	B [10.3]	A [5.6]	B [10.5]
4. Belmont Ridge Road (Route 659) / Gloucester Parkway	Stop	WBL	F [128.3]	F [260.7]	-	-	-	-	-	-	-	-
		WBR	B [10.8]	C [20.2]	-	-	-	-	-	-	-	-
with signalization	Signal	SBL	A [9.0]	B [10.4]	-	-	-	-	-	-	-	-
		WBL	C [22.8]	C [30.8]	C [21.7]	C [34.1]	B [16.5]	C [25.4]	B [16.8]	C [28.6]	B [19.1]	C [25.7]
		WBR	B [13.4]	B [20.1]	B [12.9]	C [24.2]	A [6.7]	B [14.0]	A [6.8]	B [15.9]	B [15.8]	B [14.9]
		NBT	B [10.9]	B [12.1]	B [10.7]	B [14.6]	B [15.0]	B [19.8]	B [15.3]	C [21.1]	B [10.8]	B [17.8]
		NBR	A [4.1]	A [2.7]	A [4.0]	A [2.5]	A [6.6]	A [4.2]	A [6.7]	A [4.4]	A [4.2]	A [3.9]
		SBL	A [4.1]	A [6.6]	A [4.1]	B [10.6]	A [6.1]	A [9.7]	A [6.4]	B [12.3]	A [4.6]	A [9.7]
		SBT	A [4.8]	A [3.6]	A [4.8]	A [3.7]	A [5.1]	A [6.7]	A [5.1]	A [6.7]	A [4.4]	A [6.0]
		Overall	A [8.1]	B [11.0]	A [7.9]	B [13.1]	A [8.5]	B [14.7]	A [8.6]	B [15.9]	A [8.1]	B [13.2]
5. Belmont Ridge Road (Route 659) / Russell Branch Parkway	Signal	WBL	-	-	-	-	-	-	-	-	C [21.5]	C [23.3]
		WBR	-	-	-	-	-	-	-	-	C [20.7]	B [15.8]
		NBT	-	-	-	-	-	-	-	-	A [6.5]	B [14.9]
		NBR	-	-	-	-	-	-	-	-	A [5.8]	A [3.1]
		SBL	-	-	-	-	-	-	-	-	A [2.4]	A [6.8]
		SBT	-	-	-	-	-	-	-	-	A [2.7]	A [5.2]
		Overall	-	-	-	-	-	-	-	-	A [4.8]	B [11.7]

Notes: (1) Numbers in brackets () indicate delay in seconds per vehicle for signal-controlled intersections.
 (2) Numbers in parentheses [] indicate delay in seconds per vehicle for stop-controlled intersection.

A-050



(Not to Scale)

Figure 5
Future Lane Use and
Traffic Control, 2010

- ⊕ Signalized Intersection
- ⊖ Stop Sign
- Improvements

- ← Represents One Travel Lane
- XX Approximate Entrance Locations (feet)
- * Required Background Improvements

North
Schematic

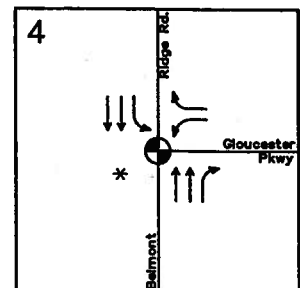
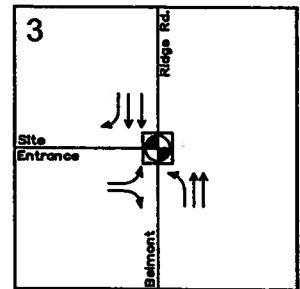
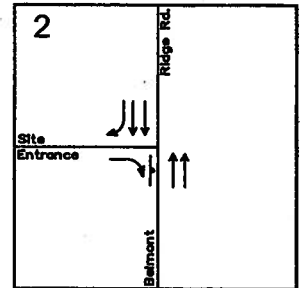
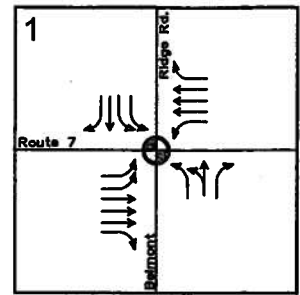
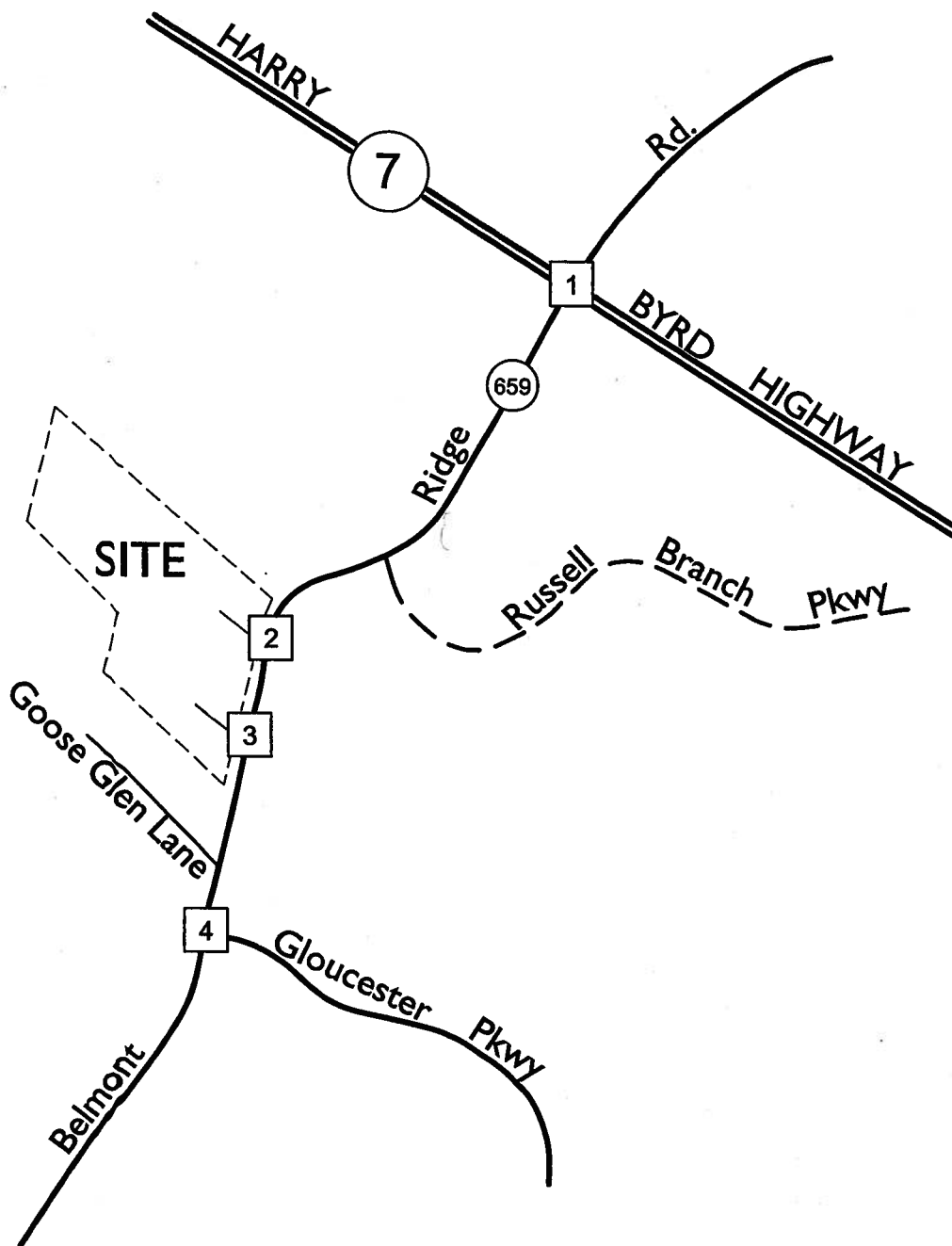


Figure 6
Future Lane Use and
Traffic Control, 2015

⊥ Stop Sign
□ Improvements

← Represents One Travel Lane
⊙ Signalized Intersection
* Required Background Improvements

North
Schematic

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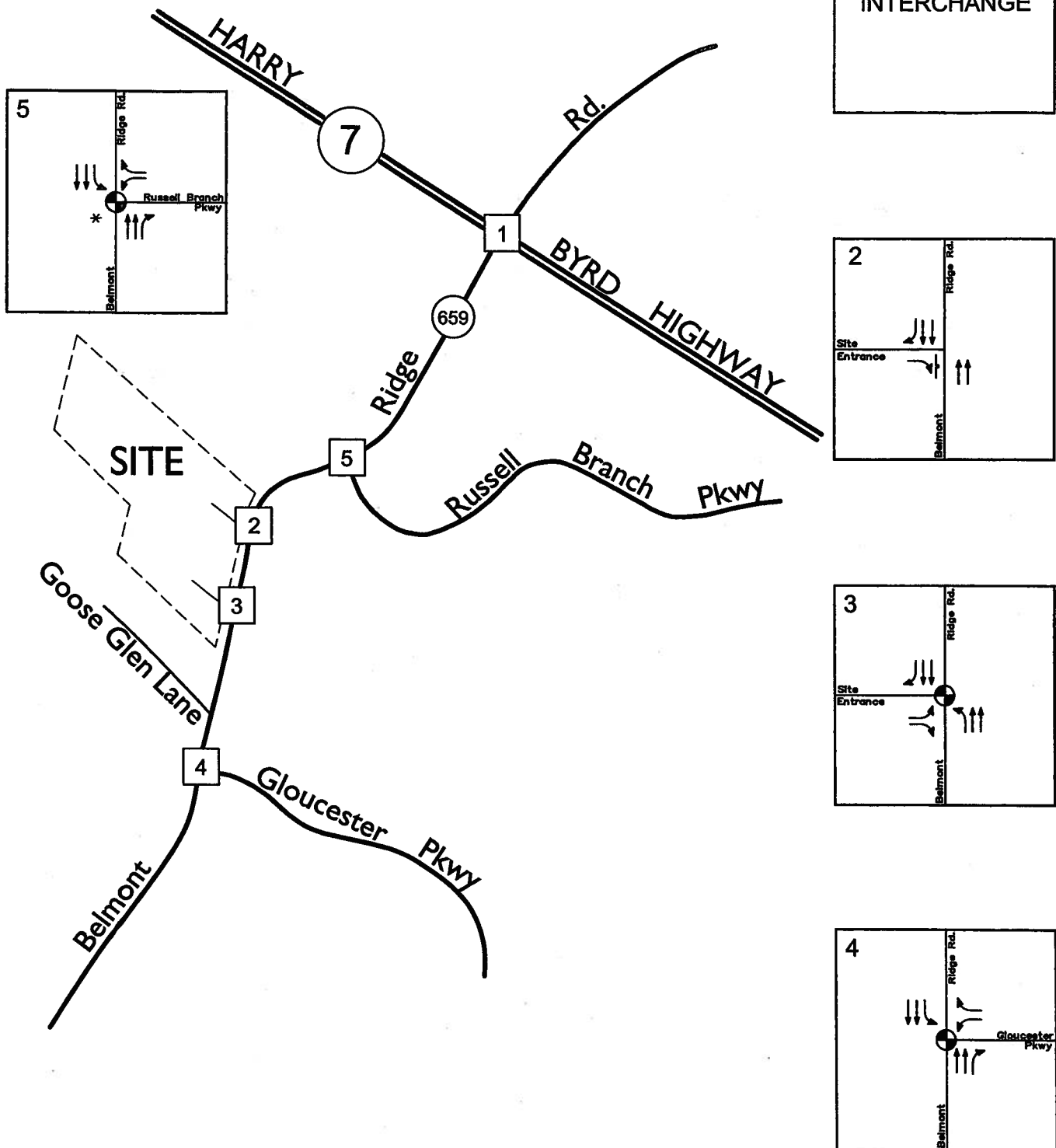


Figure 7
Future Lane Use and
Traffic Control, 2020

- ⊥ Stop Sign
- ← Represents One Travel Lane
- ⊕ Signalized Intersection
- * Improvements by Others

AM PEAK HOUR
PM PEAK HOUR
000/000
North
Schematic

Table 7

Play To Win

Signal Warrant Analysis Summary ⁽¹⁾

Warrant	Phase I <u>2010</u>	Full Build-out <u>2015</u>
<u>Belmont Ridge Road (Route 659)/ South site entrance</u>		
Warrant 1 - Minimum Vehicular Volume	Satisfied	Satisfied
Warrant 2 - Interruption of Continuous Traffic	Satisfied	Satisfied
Warrant 3 - Combination 80%	Satisfied	Satisfied

Note: (1) Based on Figure 2-10 Manual of Traffic Signal Design, 2nd Edition.

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Table 8**Play To Win****Turn Lane Warrant Analysis Summary¹**

	2010		2015	
	Right Turn Lane ²	Left Turn Lane ³	Right Turn Lane ⁴	Left Turn Lane ⁵
2. Belmont Ridge Road (Route 659) / North Site Entrance	Full	-	Full	-
3. Belmont Ridge Road (Route 659) / South Site Entrance	Full	175 ft	Full	500 ft

Notes: (1) For Belmont Ridge Road (Route 659).

(2) Based on Figure C-1-8 from VDOT's Roadway Design Manual.

(3) Based on Figure C-1-1.2 and C-1-1.5 from VDOT's Roadway Design Manual.

(4) Based on Figure C-1-9 from VDOT's Roadway Design Manual.

(5) Based on Figure C-1-1.1 from VDOT's Roadway Design Manual.

A. 056



880 Harrison Street, SE • P.O. Box 4000 • Leesburg, Virginia 20177-1403 • www.lcsa.org

March 17, 2008

Mr. Mike Elabarger
Department of Planning
1 Harrison Street, S.E.
P. O. Box 7000
Leesburg, Virginia 20177-7000

**Re: ZMOD-2007-0012 & , SPEX-2007-0056; Play to Win Sports
SPEX-2007-0056 & SPEX-2007-0059**

Dear Mr. Elabarger:

The Sanitation Authority could provide water and sanitary sewer service to the subject properties in the proposed use.

Water service would be by means of extension from existing main along Belmont Ridge Road. To establish sanitary sewer service, the developer of Play to Win Sports proposes to extend the Authority's collection system from the Belmont Interim Wastewater Pumping Station, which is some 1700 feet offsite. This pumping station is operated by LCSA, and owned by Belmont Land L.P. Belmont Land L.P. would need to approve such a routing of flow.

Public water and sanitary sewer service would be contingent upon the developer's compliance with the Authority's Statement of Policy; Rates, Rules and Regulations; and Design Standards.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Julie Atwell". The signature is fluid and cursive, with the first name "Julie" and last name "Atwell" clearly distinguishable.

Julie Atwell
Engineering Administrative Specialist



A-057

Dale C. Hammes, P.E.
General Manager/Treasurer

Richard C. Thoesen, P.E.
Deputy General Manager

7 March 2008

MEMORANDUM TO: Mike Elabarger, Project Manager
Department of Planning, **MSC 62**

FROM: Matthew D. Tolley
Sr. Env. Health Specialist
Division of Environmental Health, **MSC 68**

SUBJECT: **SPEX 2007-0056, 59, 60 & ZMAP 2007-0012; Play
to Win Sports
LCTM: 61/30H (PIN 113-16-3850)**

The Health Department recommends approval of this application. There are no on-site facilities that are of concern to the Health Department. The plat reviewed was prepared by Urban Engineering and was revised 4 December 2007.

Attachments Yes ____ No X

If further information or clarification on the above project is required, please contact Matt Tolley at 771-5248.

MDT/JEL/mt
c:subdvgd.ref

A-058

DEPARTMENT OF BUILDING AND DEVELOPMENT

COUNTY OF LOUDOUN

MEMORANDUM

DATE: March 5, 2008

TO: Mike Elabarger, Project Manager

FROM: Michael Clem, Archaeologist - Environmental Review Team

SUBJECT: SPEX-2007-0056, 59, 60 Play to Win Sports

Staff has reviewed the Phase 1 archaeological report for the subject property prepared by ECS in January 2008. The property is located on the west side of Belmont Ridge Road, south of Rt. 7, and east of Goose Creek.

The recommendation section of the report called for no further archaeological work.

Comments & Recommendation

The report submitted by ECS for this application and the work it describes do not meet the standards as described in the VDHR guidelines as required by Loudoun County. Each section of the report presents a minimal amount of information. There is minimal required cultural context or historic maps to assist in understanding the historic land use and occupation of the area. The historic context has a section entitled "Exploration and Early Settlement, 1716-1783". The text that follows doesn't indicate the importance of the 1716 date given and indeed this section in particular seems to have been randomly pieced together with no coherent structure or focus, jumping from the Jamestown settlement to the founding of Leesburg 150 years later. The 1927 Postal map is used in the report but other historic maps are not, such as the Yardley Taylor map of 1853. A 2002 Scheel map is used but this is not a primary resource and is not considered by County staff to be an accurate or encompassing view of the historic landscape.

The Phase I report is nearly identical to the Phase Ia report submitted by the same firm in October of 2007. In fact the graphics are generally reused and even the shovel test profiles that were used in the Phase Ia report have been renumbered to appear as though they were newly excavated Phase I shovel tests. There is no map showing the shovel tests excavated or even any indication of how many were excavated.

Staff conducted a field visit to the property in March of 2008 and noted the existence of the shovel test flagging from the October Phase Ia assessment but no additional flagging or soil disturbance indicating shovel testing at the Phase I level. It is unclear, without a map showing the Phase I shovel tests, whether any testing was actually done beyond that conducted in October. Staff also noted that this property has not been disturbed to a

A-059

degree that would render it untestable. The eastern portion of the property was not tested, according to the report, based on slope and disturbance. Staff observed isolated disturbed areas but no indication of extensive disturbance along the entire length of the eastern portion of the property, which borders the historic Belmont Ridge Road. There is also very little of this property that has slope greater than 15%, the threshold for testing based on VDHR standards.

The area near Goose Creek along the western edge of the property and the multiple unnamed tributaries and springheads would have provided a reliable water source for both historic and prehistoric people. This area is similar to other areas in the County that have yielded small slave quarter sites or small prehistoric lithic scatters. Several historic sites are nearby, indicating a historic human presence in the vicinity since the 18th century. Many of the nearby farms utilized slave labor to work their fields and the slave sites located in this County are typically near a reliable water source and adjacent to the agricultural fields. A large slave cemetery is within approximately ½ mile of this property. The property has a low probability for any sort of long term prehistoric encampment but does present a possibility to yield some form of information regarding small temporarily used sites. In walking the property staff observed a great deal of good quality quartz on the ground and in the stream beds. This would have presented a useful material for early prehistoric passers-by and is indeed the site type identified on nearby parcels.

A complete Phase I report is required for this application that meets VDHR and County standards. The report should include a comprehensive historic context written for Loudoun County and detailed description of the methodology, including specific reasons for not testing any portions of the property including photo documentation of the reasons. Also a map that shows the location and number of shovel tests on the property is required. Testing should not be limited to small areas above Goose Creek but should include much of the property, as staff observed no valid reasons to avoid testing large areas.

If the applicant requires a list of qualified consultants to conduct the Phase I survey staff will gladly refer them to such a list.

A-060

DEPARTMENT OF BUILDING AND DEVELOPMENT

COUNTY OF LOUDOUN

MEMORANDUM

DATE: March 25, 2008

TO: Mike Elabarger, Project Manager

FROM: Michael Clem, Archaeologist - Environmental Review Team

SUBJECT: SPEX-2007-0056, 59, 60 Play to Win Sports

Staff has reviewed the revised Phase 1 archaeological report for the subject property prepared by ECS in March 2008. The property is located on the west side of Belmont Ridge Road, south of Rt. 7, and east of Goose Creek.

No archaeological sites were identified and the recommendation section of the report called for no further archaeological work.

Comments & Recommendation

Staff concludes that the appropriate level of testing was conducted, on the portions of the parcel that are to be disturbed by development activities, to locate any existing archaeological resources. If any further ground disturbance is conducted within the 300 foot Goose Creek buffer area then Phase I level testing must be conducted there prior to such activity. Staff concurs with the finding that no further work is warranted here unless there is additional disturbance in the buffer.

A-061

The Goose Creek Scenic River Advisory Committee

46753 Winchester Drive • Sterling, Virginia 20164-2200

703-430-3668 • GooseCreek2002@msn.com

February 11, 2008



Mr. Mike Elabarger, Project Manager
Loudoun County Planning Department
1 Harrison Street, S.E., 3rd Floor
P.O. Box 7000
Leesburg VA 20177-7000

In re: Play To Win, SPEX2007-0056, SPEX 2007-0059, SPEX 2007-0060, ZMOD
2007-0012

Dear Mr. Elabarger

The Goose Creek Scenic River Advisory Board appreciates the opportunity to comment on this application.

We understand the applicant has agreed to the following restrictions as they pertain to Goose Creek:

- a 300' scenic easement/setback from Goose Creek scar line, within which there will be no disturbance of the existing vegetation, no buildings erected, no impervious surfaces built, no dumping of brush, etc.;
- adequate provisions (BMP) for runoff from all structures east of the 300' setback, etc.;
- proposed buildings will be setback 1000' from the Creek's scar line;
- the planned playing fields will be of pervious materials only and will have adequate provision for runoff thereon;
- and the lighting will be so planned as not to be seen from the creek. A field trip to view sample product of "Musco" lighting has not yet been accomplished.

As a condition of the Special Exception, we would expect specific language to state that only pervious materials will be used on the playing fields. If this condition should change in the future, we would expect withdrawal of approval of the project.

We would also suggest that any paths or trails built in the 300' scenic easement be of rustic or no material and intended for the serious hiker, with trails for animals located outside of the 300' scenic easement, as is the official Policy of our Committee.

Chairman

Helen E. Casey

Vice-Chairman

Joan G. Rokus

Board

Steven Combe-Jeffrey Benjamin C. Lawrence

Advisor

Frederick M. Crabtree

A-062

Please keep us apprised of other referrals and/or information that may affect Goose Creek scenic beauty or water quality in regard to this project. As information is developed, we reserve the right to bring any further comments to your attention.

Sincerely,

Helen E. Casey

Helen E. Casey, Chairman

Goose Creek Scenic River Advisory Committee

cc. Goose Creek Scenic River Advisory Committee

A-063

The Goose Creek Scenic River Advisory Committee

46753 Winchester Drive • Sterling, Virginia 20164-2200

703-430-3668 • GooseCreek2002@msn.com



April 25, 2008

Mr. Mike Elabarger, Project Manager
Loudoun County Planning Department
1 Harrison Street, S.E., 3rd Floor
P.O. Box 7000
Leesburg VA 20177-7000

In re: SPEX 2007-0056, SPEX 2007-0059, SPEX 2007-0060, ZMOD 2007-0012
Play to Win Sports

Dear Mr. Elabarger:

The Goose Creek Scenic River Advisory Board appreciates the opportunity to comment on this application.

The Goose Creek Scenic River Advisory Committee has reviewed your Memorandum of April 22, 2008, as well as Play to Win's revised Proffers, dated March 26, 2008, and the Scenic Easement showing the exact location of the 300' easement along the Goose Creek that we requested from the developer. These satisfy our most recent questions and indicate the developer's willingness to cooperate on the environmental issues we have raised.

Please keep us apprised of other referrals and/or information that may affect Goose Creek scenic beauty or water quality in regard to this project. As information is developed, we reserve the right to bring any further comments to your attention.

Sincerely,

Helen E. Casey, Chairman

cc. Goose Creek Scenic River Advisory Committee



A-064

Chairman
Helen E. Casey

Vice-Chairman
Joan G. Rokus

Board
Steven Combs-Lafleur
Kurt Erickson
William D. Hudspeth

Benjamin C. Lawrence
Frederick B. McIntosh

Advisor
Frederick M. Crabtree



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

March 18, 2008

DAVID S. EKERN, P.E.
COMMISSIONER

Mr. Mike Elabarger **MSC#62**
County of Loudoun
Department of Planning
1 Harrison Street, S.E.
Leesburg, Virginia 20177-7000

Re: ZMOD 2007-0012 Play to Win Sports Traffic Impact Study
Zoning and Special Exception Plans
Loudoun County

Dear Mr. Elabarger:

VDOT has reviewed the above plan and traffic impact study submitted on February 5, 2008, and received on February 26, 2008. The following comments are offered:

1. The page number references are not accurately indicated. For example Figure 17 is mentioned as being on Page 31, but it is on page 34.
2. Item 3 in the "Introduction" part of the TIA indicates VDOT's pre-scope of work meeting form is included in Appendix A, but it is not.
3. On Page 3, Item 1 (and many other parts of the TIA) mentions the unsignalized intersection of Belmont Ridge Road and Gloucester Parkway currently operates at an unacceptable LOS under both AM and PM peak hours for the side street movements. However, the Table 1 "Existing LOS" on page 17 and the submitted Synchro analysis show acceptable levels of service for the intersection as well as the side street. The report should be corrected in all applicable places accordingly.
4. On Page 7, in the third paragraph the 15% rule schematic is in Appendix C, not B as indicated.
5. The Figure 6 "Future Lane Use" on Page 13 is missing a through lane on the Intersection 1 lane configuration for the northbound movement.
6. In Figure 8, the "Existing Peak Hour Traffic Counts" shown on Page 15 do not match the raw data. The intersection of Belmont Ridge Road and Gloucester Parkway clearly show this discrepancy.
7. In Figure 9, the "Background Growth Forecasts 2010" growth rate on Page 18 should be applied to all movements, not just the through movement. For example, the growth rate has only been applied to the westbound movement on Gloucester Parkway and not on the eastbound (which is comprised of northbound right and southbound left volumes on Belmont Ridge Road).

8. On Page 41, the second paragraph "Signal Warrant Analysis" mentions the ADT volumes used for the signal warrant analysis for the south site entrance were obtained from Figures 20 and 21, which show Total Future volumes for 2010 and 2015 respectively. Assuming a k-factor of 10%, the ADT used in signal warrant worksheets (Appendix M) couldn't be verified.
9. On Page 44 of the "Conclusions", the Table 5 "Future LOS" shows a deterioration of level of service at the intersection of Belmont Ridge Road and Gloucester Parkway as a result of the proposed development. The recommendations should include mitigation measures for this intersection.
10. In Appendix C the "15% Rule" volumes indicated for Existing AM and PM peaks do not match the raw data.
11. On Page 9 in the last paragraph the improvements listed, such as Gloucester Parkway (six lanes), are not identified in terms of what year they will be completed.
12. In Figures 5 & 6 the asterisk in the legend states "Required Background Improvements", but it does not identify who will make the improvements.
13. In Figure 7 the asterisk in the legend states "Improvements by others", but it is not clear who "others" are.
14. On Page 16, Paragraph 4, under "Background Traffic Growth", the annual background traffic growth is computed but does not show the data which was used for this computation (such as which roadways were used in this calculation).
15. On Page 16, Paragraph 6, the background traffic growth is computed based on traffic counts on Route 659. A 2% growth rate was assumed but no documentation is provided.
16. On Page 21, Paragraph 4, the trip distribution by each roadway is provided. However, it is not documented how the percentages were determined.
17. On Page 22, Table 2, the "2010 other development Trip Generation Forecast" volumes for Lansdowne Village Greens Parcel E do not match with the source (Page 2 of the Traffic Analysis Addendum for Lansdowne Village Greens by Wells & Associates dated April 14, 2004).
18. VDOT Land Development comments regarding this application will be submitted separately from this review.

Please contact me if you have any further questions regarding these comments.

Sincerely,

Kevin Nelson
Transportation Engineer

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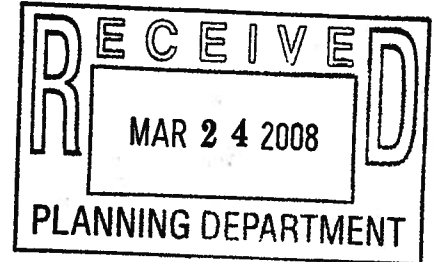


COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)
March 19, 2008



Mr. Mike Elabarger **MSC#62**
County of Loudoun
Department of Planning
1 Harrison Street, S.E.
Leesburg, Virginia 20177-7000

Re: **ZMOD 2007-0012, SPEX 2007-0056, 0059 & 0060 Play to Win Sports
Loudoun County**

Dear Mr. Elabarger:

I have reviewed the above plan as requested in your submittal dated February 5, 2008, and received on February 26, 2008. The following comments are offered:

1. No proffers were provided for review.
2. The half section of Rt. 659 should be constructed across the site frontage, in conformance with the currently planned widening for Rt. 659.
3. The traffic study and site plans do not agree regarding the access on the north side of the site. The plans indicate a right turn exit only and the traffic study indicates a right in right out access.
4. The right out only northern entrance should be designed more like an acceleration lane to prohibit entering this access point from Rt. 659.
5. The plan does not show the CTP extension of Russell Branch Parkway which bisects this site.
6. Spacing from adjacent intersections needs to be evaluated before any new signalized intersections will be approved by VDOT. The spacing is required to conform with the VDOT crossover spacing standards current at the time the site plan is processed.
7. Right of way and easements (grading, drainage, utility, etc.) should be dedicated for the widening of Rt. 659.
8. It is unclear what is meant by showing "future" right of way and "ultimate" right of way for Rt. 659. All of the necessary right of way for future improvements to Rt. 659 should be dedicated at one time.

9. It is suggested an extended and separated travel aisle be provided at the main entrance of the site to handle the queue of traffic entering and exiting the parking lot. At the beginning and ending of sports events, the queue to turn into the site will be reduced if the on site access provides better circulation.
10. Consolidation of this site with adjacent sites should be considered to improve the traffic circulation into and out of the site. Signalized intersections along Rt. 659 should be minimized as much as possible to provide better levels of service along this arterial roadway.

If you have any questions, please call me at (703)383-2424.

Sincerely,



Kevin Nelson
Transportation Engineer

COUNTY OF LOUDOUN
DEPARTMENT OF BUILDING AND DEVELOPMENT
ZONING ADMINISTRATION REFERRAL

DATE: March 25, 2008
TO: Mike Elabarger, Project Manager, Department of Planning
THROUGH: Marilee L. Seigfried, Deputy Zoning Administrator
FROM: Amy Lohr, Planner, Zoning Administration

CASE NUMBER & NAME: Play to Win Sports

SPEX 2007-0056, Outdoor Recreation in A-3
SPEX 2007-0059, Alternative Lighting for Playing Fields in A-3
SPEX 2007-0060, Office in PD-IP
ZMOD 2007-0012, Parking Setback Reduction—Arterial Roads

TAX MAP/PARCEL NUMBER (PIN): 61/30G (114-46-6446)
61/30H (113-16-3850)

Staff has reviewed the referenced **special exception (SPEX)** and **zoning modification (ZMOD)** applications to include the materials identified on the transmittal sheet dated February 5, 2008 (attached). Parcel 30G is zoned Planned Development-Industrial Park (PD-IP) and parcel 30H is split-zoned PD-IP and Agricultural Residential-3 (A-3) under the Revised 1993 Loudoun County Zoning Ordinance. The following issues have been identified.

A. CRITICAL ISSUES

1. **Section 4-503, Permitted Uses (NN) Recreation Establishment, outdoor or indoor.** In the PD-IP district, indoor and outdoor recreation establishments shall meet the criteria in Sections 4-503(NN)(1) and (2), otherwise a special exception is required under Section 4-504(Z). The statement of justification (p. 3) indicates that “the layout of the Property, as shown on the Special Exception and Zoning Modification Plat (‘SPEX/ZMOD Plat’), verifies that the performance standards are being implemented.” Staff does not agree that the SPEX/ZMOD Plat demonstrates conformance with the requirements for by-right development. The applicant needs to revise the Plat to illustrate the following: (1) Parking areas have been designed to enhance the safety of children as they arrive at and leave the facility; and (2) Parking areas will include a designated pickup and delivery zone, providing at least one parking space per 20 children. Such parking shall be located in proximity to the recreation establishment in such a way that provides safe and clearly designated access to enter or exit the facility. Please note that such spaces are in addition to the minimum requirements of Section 5-1100. Staff would expect to see sidewalks, crosswalks and additional signage to ensure the safety of children. Additionally, the plat needs to show the

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designated pickup and delivery zone. Given the size of the use, Section 4-503(NN)(2) may generate the need for many additional parking spaces. Staff recommends the applicant consider applying for a special exception under Section 4-504(Z).

In further regard to the proposed indoor recreation establishment, staff requests additional information as to the size and scope of the proposed youth study area with library, conference and classroom areas noted in the statement of justification (p. 2). The applicant needs to demonstrate that these uses are accessory (i.e. customarily incidental and subordinate) to the principal use. Additionally, the noted "retail and concession areas" shall be consistent with the definition of "recreation establishment, indoor," which allows for accessory uses such as "refreshment stands, equipment sales or rentals." Stand-alone retail is not permitted in the PD-IP district.

B. OTHER ISSUES

1. **Section 6-1310(C)** - *Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area.* The statement of justification (p. 6) indicates that the property is bordered by one neighboring residence, located in an area that will be buffered by the proposed 300-foot conservation easement. The indicated location of the neighboring residence is consistent with County Records. However, the plat (sheets 2 through 6) does not illustrate the neighboring residence. Rather, it depicts uses/structures in the northeast corner of parcel 30E on tax map 61, well beyond the 300-foot conservation easement. What are the uses/structures depicted on the plat that may be impacted by the proposed uses?
2. **Section 6-1310(D)** - *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area.* Many of the target points at the property boundary are difficult to read on the Musco analysis (sheet 4). Enlarge the drawing so that all the figures are legible. Also see comment B.24 below.
3. **Section 6-1310(E)** - *Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.* Given the intensity of the proposed use, it is generally not compatible with the residential use to the south.
4. **Section 6-1310(F)** - *Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses.* Per County Records, the subject parcels are completely wooded. Staff recommends that existing viable vegetation be retained wherever possible. In addition, staff recommends a specific condition of approval provide for the retention of existing viable vegetation at the boundary with the existing residential property to mitigate the impact of noise and glare. Finally, staff recommends that any such tree save areas be shown on the plat.
5. **Section 6-1310(G)** - *Whether the proposed special exception will result in the preservation of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance.* The statement of justification (p. 4) indicates that the

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applicant will provide a 300-foot permanent conservation easement along its entire Goose Creek frontage. Staff recommends this provision be included as a condition of approval.

6. **Section 6-1310(H)** - *Whether the proposed special exception will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality.* As noted above, the subject parcels are completely wooded and existing vegetation should be retained where possible. Staff defers to the Environmental Review Team for further comment on the impact to existing animal habitat, vegetation, water quality and air quality.
7. **Section 6-1310(J)** - *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.* Staff questions whether the applicant will provide bicycle/pedestrian amenities along Route 659. Further, it is not clear from the plat whether sidewalks and/or paths are proposed between the parking area and the multiple outdoor fields. Revise the application to fully address bicycle/pedestrian connections for the site. Also see comment B.10 below. Staff defers to Community Planning and the Office of Transportation Services (OTS) for further comment on this issue.
8. **Section 6-1310(L)** - *Whether the proposed special exception will be served adequately by essential public facilities and services.* Staff finds that the statement of justification (p. 10) does not adequately address this matter. Staff requests the applicant provide additional information addressing this section.
9. **Section 6-1310(N)** - *Whether the proposed use will affect the structural capacity of the soils.* According to County Records, parcel 30G contains approximately 2.6 acres of hydric soils (type 79A). Development of the site should consider these soils with respect to grading and the construction of buildings and infrastructure. The property also contains very and moderately steep slope areas. However, such areas are within the proposed 300-foot conservation easement adjacent to Goose Creek and should remain undisturbed.
10. **Section 6-1310(O)** - *Whether the proposed use will negatively impact orderly and safe road development and transportation.* Per the Countywide Transportation Plan (CTP) map, the future Route 7 South Collector Road (Russell Branch Parkway) is planned to run through the site in a north-south fashion, parallel to Route 659. The applicant needs to address why this roadway was omitted from the application. In addition, the statement of justification (p. 9) indicates that the Virginia Department of Transportation (VDOT) may not permit a full crossover at the southern entrance of the property, resulting in u-turn movements at nearby intersections. Staff finds that such a situation will negatively impact orderly and safe road development in the area. Staff defers to OTS for further comment.
11. **Section 6-1310(P)** - *Whether the proposed special exception use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.* Staff finds that the statement of justification (p.

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- 11) does not adequately address this matter. Staff requests the applicant provide additional information addressing this section.
- 12. Section 6-1310(R) - *Whether adequate on and off-site infrastructure is available.*** Please elaborate on the infrastructure that is not yet available and address the timing of such improvements.
- 13. Section 2-406(A), Use Limitations.** In the A-3 district, no non-agricultural use shall be permitted which, because of its nature, location, or manner of operation, is noxious because of noise, glare or light. Staff reiterates the need to demonstrate that noise, light and glare generated by the outdoor recreation establishment will not adversely affect adjoining properties. Staff recommends specific conditions of approval addressing these concerns.
- 14. Section 4-504(A), Special Exception Uses.** On the special exception plat for office uses (sheet 5), indicate the maximum square footage of office that is proposed under this special exception. Additionally, staff notes that no office uses are shown in the main 225,000 square foot indoor recreation building. As such, office uses in this building will need to be accessory (i.e. customarily incidental and subordinate) to the principal use. Ensure that the plat (sheet 5) accurately reflects the proposed office uses for the site.
- 15. Section 4-505(B), Yards (1) Adjacent to Roads.** Parking shall not be located closer than 25 feet to the right-of-way of any road. Parking is proposed as close as 20 feet to the ultimate right-of-way of Route 659. Therefore, a modification meeting the standards contained in Section 6-1504 is required.
- 16. Section 4-505(B), Yards (2) Adjacent to Agricultural and Residential Districts and Land Bays Allowing Residential Uses.** Illustrate and label the 75-foot yard required from the A-3 district. Remove the concession stand from the 75-foot yard and any other buildings, outdoor storage, refuse receptacles and loading from the required yard. These uses also shall not be visible from the A-3 district.
- 17. Section 4-506(A), Lot Coverage.** Unless parcels 30G and 30H are consolidated, lot coverage will need to be calculated for each lot individually.
- 18. Section 4-506(C), Floor Area Ratio.** Unless parcels 30G and 30H are consolidated, floor area ratio calculations will need to be provided for each lot individually.
- 19. Section 4-507(H), Utility Requirements.** All utility distribution lines located on PD-IP zoned land shall be placed underground.
- 20. Section 4-1511, Density Calculations.** Regulatory floodplain within the Floodplain Overlay District in a watershed of 640 or more acres shall be excluded from the total land area for the purposes of calculating the permitted floor area.
- 21. Section 4-1800, QN-Quarry Notification Overlay District.** On sheet 1, please include

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a note indicating that the site is located within the Quarry Notification Overlay District and will comply with the use limitations of Section 4-1804.

- 22. Section 5-900(C), Access from major roads.** New access points (private or public) to arterial or major collector roads shall be limited to locations at existing median breaks, planned median breaks or other locations approved by Loudoun County or VDOT. As Route 659 is currently classified as a major collector, the two access points shown on the plat will need to be accepted by VDOT to meet this Section of the Ordinance.
- 23. Section 5-1000, Scenic Creek Valley Buffer.** Per Section 5-1002(B), show the 200-foot setback from the channel scar line of the Goose Creek on the plat.
- 24. Section 5-1100, Off-Street Parking and Loading Requirements.** Sheet 6 indicates that 886 parking spaces are proposed. As no calculation is provided, staff is unable to comment on whether the proposed number is sufficient. Provide a parking calculation using the following rates:

Section 5-1102(B)(4)(a). General and medical offices shall be parked at a rate of 4 spaces per 1,000 square feet, up to 30,000 square feet; 3.3 spaces per 1,000 square feet thereafter.

Section 5-1102(B)(12). Recreation establishments shall provide 1 space for every .33 persons in permitted occupancy plus one space/employee. The applicant needs to provide a parking calculation based on this standard. The calculation should state the occupancy, as determined by the Building Official, and the number of employees.

Section 5-1103(A), Parking Facilities. All parking facilities shall be provided on the same lot or parcel of land being served, or on a separate lot or parcel of land within 500 feet of the principal entrance of the building lot being served. Staff recommends a boundary line adjustment for the site. However, if two parcels are maintained, the applicant will need to demonstrate compliance with this section at the time of site plan.

- 25. Section 5-1400, Buffering and Screening.** Revise the buffering/screening note under the PD-IP zoning requirements on sheet 1 to include the requirement for a type 3 buffer adjacent to Route 659 per Section 5-1406(E)(2). In the A-3 district, remove the driveway from the 20-foot type 2 side yard buffer along the southern boundary of parcel 30H. Revise the parking layout to meet all peripheral parking lot landscaping requirements in Section 5-1413(C). The 10-foot landscaping strip is not required where abutting parcels share a common access drive or parking lot circulation travel way; however, this does not permit individual parking spaces to be located on the property boundary. Revise the layout to meet section 5-1413(C)(1)(a).

- 26. Section 5-1504, Light and Glare Standards.** Section 5-1504(C) allows for lighting that

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does not meet the requirements of Section 5-1504(A) with the approval of a special exception, upon a finding that the proposed alternative lighting is appropriate. It is difficult to ascertain from the application what impact the proposed lighting will have on adjoining properties. The lighting proposed is simply brighter than the Ordinance allows. Further, staff questions whether the applicant can meet the standards in Section 5-1504(A) for publicly owned facilities utilized for athletic competition. If so, staff recommends these standards be applied to this site. Finally, ensure that Section 5-1504 is reprinted correctly on sheet 4.

27. **Section 6-1504, Modifications.** A modification of the Zoning Ordinance shall be granted only when such modification is found to achieve an innovative design, improve upon the existing regulation, or otherwise exceed the purpose of the existing regulation. The applicant proposes to modify Section 5-900(A)(9)(b) to reduce the required setback for parking from an arterial road from 75 feet to 20 feet. Staff agrees that maintaining the voluntary 1,000-foot building setback from Goose Creek furthers the public purpose; however, staff recommends that evergreen trees or additional shrubs be added to the required type 3 front yard buffer to offset the impact of reducing the parking setback.
28. In the property description on sheet 1, a note states that the application is a "preliminary plat." Revise the note to indicate that the plat is for special exception and zoning ordinance modification applications.
29. Remove the "substantial conformance note" on sheet 1. This note is not consistent with the Ordinance. Further, the special exception is limited to the parcels contained in this application.
30. On sheet 1, under the description of the proposed zoning ordinance modification to reduce the parking setback, revise the section reference to 5-900(A)(9)(b) instead of 5-900(A)(9). Likewise, correct the section references on sheet 6 and in the statement of justification.
31. On sheet 1, under the A-3 and PD-IP zoning requirements, remove the reference to front sidewalk width. This is not a zoning requirement in either district. Staff recommends that a note be added elsewhere on the plat, stating that sidewalks will be provided in accordance with the Facilities Standards Manual (FSM). If the applicant is offering to exceed FSM requirements, staff suggests this be included as a condition of approval.
32. Sheet 2 is titled existing conditions plat, yet shows the proposed development. This does not make sense. An existing site conditions sheet with proposed development as an overlay is typically included as a separate sheet.
33. On sheet 2 under the preliminary development description (note 1), describe the proposed use in accordance with the use lists in the zoning ordinance, rather than as a "sports and leadership training center."
34. On sheet 2 under the preliminary development description (note 2), the area of the site is

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- 40.21 acres. However, the area per County Records is 39.89 acres. Please confirm the acreage of the site and revise this note and the statement of justification (p. 1) if needed.
35. In regard to existing conditions note 1 on sheet 2, overlay districts do impact this site. Please make note of the Floodplain Overlay District and the Quarry Notification Overlay District.
 36. Geotechnical note 2 on sheet 2 makes reference to the development of dwellings, which is not accurate. Please revise the note accordingly.
 37. The soils/topo/steep slopes/tress/forest/zoning map on sheet 2 is drawn to a scale of 1" = 150'. For ease of review, please provide this drawing at a scale that can be measured using a standard engineer's scale.
 38. The zmod plat on sheet 6 is drawn to a scale of 1" = 80'. For ease of review, please provide this drawing at a scale that can be measured using a standard engineer's scale.
 39. Staff recommends the applicant contact the Building Official with regard to the location of a property line through the building.
 40. Staff questions whether stands will be provided around the outdoor fields. Staff does not see seating for spectators on the plat.
 41. On the plat, please identify the use of the three rectangles located to the rear of the 225,000 square foot building.
 42. On the plat, please identify the use of the black rectangle at the rear of the 61,500 square foot building.
 43. On the plat, please identify the use of the black rectangles between the terrace levels.

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Loudoun County, Virginia
Department of Fire, Rescue and Emergency Management

803 Sycolin Road, Suite 104 Leesburg, VA 20175
Phone 703-777-0333 Fax 703-771-5359



Memorandum

To: Mike Elabarger, Project Manager
From: Maria Figueroa Taylor, Fire-Rescue Planner
Date: April 2, 2008
Subject: Play to Win Sports
SPEX 2007-0056, SPEX 2007-0059, SPEX 2007-0060, ZMOD 2007-0012
1st Referral

Thank you for the opportunity to review the above-captioned applications. The Fire and Rescue Planning Staff respectfully requests that the applicant demonstrate adequate circulation of emergency vehicles throughout the parking lot as depicted and that emergency vehicles will be able to reach all sides of the proposed buildings and athletic fields. The northern driveway appears to be proposed as an exit only; however, Staff is of the opinion that this drive provides a more direct route to buildings and fields without having to travel through the entire parking area to reach the facility.

Route 659, Belmont Ridge Road, at its ultimate condition will be a 4 lane median divided road. Staff is concerned that adequate access and circulation of emergency vehicles would be compromised by the proposed lay-out of the site when Route 659 reaches its ultimate condition and the median is in place. No median crossover is currently proposed at the entrance to this facility. Emergency Vehicles responding from the current first due fire and rescue companies in Ashburn are traveling from the south. With Route 659 current conditions, the estimated response time from Company 6 (Ashburn Road) is approximately 4 minutes and 8 minutes from Company 23 (Red Run Road). At its ultimate condition, without a median crossover, responding units would have to travel to Route 7 to find a safe place to turn around. Preliminary review of estimated response times to the facility is approximately 6.5 minutes from Ashburn Company 6 and 10.5 minutes from Company 23. If a cross over was provided the response times would be reduced by at least 2 ½ minutes. Traveling up to Route 7 to turn around is of concern since traffic conditions can affect the time required to accomplish such a movement. For example, having to cross Route 7 to Promenade Road can increase response times from 4 minutes to 7 minutes 21 seconds. Staff requests that at a minimum an emergency access only median crossover be pursued at the entrance of the proposed facility to ensure safe, adequate access and timely response of emergency vehicles.

In addition, The County Transportation Plan shows Russell Branch Parkway bisecting the property. The road is not shown on the SPEX plat as a planned improvement. Russell Branch Road could provide access for emergency vehicles traveling from the south that would avoid Route 659, therefore alleviating some of Staff's access concerns. Staff defers to the Office of Transportation Services to confirm Staff's assumptions.

The Fire and Rescue Staff is not able to support this application until the above-mentioned access and circulation concerns are addressed by the Applicant. Staff is available to answer any questions and provide support information regarding our concerns. This application was also reviewed by the Ashburn Volunteer Fire and Rescue Company. In addition to sharing the concerns as stated above, staff at Company 6 requested information regarding water supply and proposed fire prevention systems for the facility. Staff understands that this issue can be better addressed at site plan and respectfully requests an opportunity to review at that time.

If you have any questions or need additional information, please contact me at 703-777-0333.

C: Project file